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SAUCE.

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**N. LAZARUS,**  
OPTICIAN  
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No. 22,355 號捌拾伍百叁仟式萬第 日拾貳月年午戊 HONG KONG, WEDNESDAY, MARCH 19, 1930. 叁拜禮 日玖拾月叁年卅百九仟壹英 PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after DECEMBER 6th, 1929, until Further Notice (all previous Time Tables cancelled).

### UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	6.00	7.25	8.50	10.15	11.40	1.05	2.30	3.55	5.20	6.45	8.10	9.35	11.00	12.25	1.50	3.05
Yau Ma Tei Dep.	6.49	8.14	9.39	11.04	12.29	1.54	3.19	4.44	6.09	7.34	8.59	10.24	11.49	1.14	2.39	3.64	4.89	6.14	7.39	8.64	9.89	11.14	12.39	1.54
Shatin Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	6.21	7.46	9.11	10.36	12.01	1.26	2.51	4.16	5.41	6.66	7.91	9.16	10.41	12.06	1.31	2.56
Tai Po Dep.	7.15	8.40	10.05	11.30	12.55	2.20	3.45	5.10	6.35	7.60	8.85	10.10	11.35	1.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10	12.35	1.50
Market Dep.	7.30	8.55	10.20	11.45	13.10	2.35	4.00	5.25	6.50	8.15	9.40	11.05	12.30	1.55	3.20	4.45	5.70	6.95	8.20	9.45	10.70	11.95	13.20	1.45
Fauling Dep.	7.39	9.04	10.29	11.54	13.19	2.44	4.19	5.44	7.09	8.34	9.59	11.24	12.49	2.04	3.29	4.54	5.79	7.04	8.29	9.54	10.79	12.04	13.29	1.54
Shun Dep.	7.55	9.20	10.45	12.10	13.35	2.60	4.35	5.60	7.25	8.50	10.15	11.40	13.05	2.30	3.55	5.10	6.35	7.60	8.85	10.10	11.35	12.60	13.85	1.50
Shun-chau Arr.	7.41	9.06	10.31	11.56	13.21	2.46	4.21	5.46	7.11	8.36	9.61	10.86	12.11	2.36	3.61	4.86	6.11	7.36	8.61	9.86	11.11	12.36	13.61	1.56
Canton Arr.	12.05	1.30	2.55	4.20	5.45	7.10	8.35	9.60	10.85	12.10	13.35	14.60	15.85	17.10	18.35	19.60	20.85	22.10	23.35	24.60	25.85	27.10	28.35	29.60

### DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	6.00	7.25	8.50	10.15	11.40	1.05	2.30	3.55	5.20	6.45	8.10	9.35	11.00	12.25	1.50	3.05
Shun-chau Dep.	7.17	8.42	10.07	11.32	12.57	2.22	3.47	5.12	6.37	7.62	8.87	10.12	11.37	1.12	2.37	3.62	4.87	6.12	7.37	8.62	9.87	11.12	12.37	1.52
Shun Dep.	7.28	8.53	10.18	11.43	13.08	2.33	3.58	5.23	6.48	7.73	8.98	10.23	11.48	1.23	2.48	3.73	4.98	6.23	7.48	8.73	9.98	11.23	12.48	1.53
Fauling Dep.	7.39	9.04	10.29	11.54	13.19	2.44	4.19	5.44	7.09	8.34	9.59	11.24	12.49	2.04	3.29	4.54	5.79	7.04	8.29	9.54	10.79	12.04	13.29	1.54
Tai Po Dep.	7.49	9.24	10.49	12.24	13.49	2.54	4.29	5.54	7.19	8.44	9.69	10.94	12.19	2.44	3.69	4.94	6.19	7.44	8.69	9.94	11.19	12.44	13.69	1.54
Market Dep.	7.59	9.34	10.59	12.34	13.59	3.04	4.29	5.54	7.19	8.44	9.69	10.94	12.19	2.44	3.69	4.94	6.19	7.44	8.69	9.94	11.19	12.44	13.69	1.54
Shatin Dep.	8.15	9.40	11.05	12.30	13.55	3.20	4.45	5.70	7.35	8.60	9.85	11.10	12.35	2.60	3.85	5.10	6.35	7.60	8.85	10.10	11.35	12.60	13.85	1.55
Yau Ma Tei Dep.	8.31	9.56	11.21	12.46	14.11	3.36	4.61	5.86	7.51	8.76	10.01	11.26	12.51	2.76	4.01	5.26	6.51	7.76	9.01	10.26	11.51	12.76	14.01	1.56
Kowloon Arr.	8.17	9.42	11.07	12.32	13.57	3.12	4.37	5.62	7.27	8.52	9.77	11.02	12.27	2.52	3.77	5.02	6.27	7.52	8.77	10.02	11.27	12.52	13.77	1.57

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Further information may be obtained at the Railway Office, Kowloon, from Messrs. Thea, Cook & Son, Ltd., Hong Kong, or from The American Express Company, Hong Kong, or from The China Travel Service, 6, Queen's Road, Hong Kong.  
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## EDISON ON THINGS IN GENERAL.

### ARTIFICIAL RUBBER AND PROHIBITION.

#### PRESSMEN PUT QUESTIONS ON INVENTOR'S BIRTHDAY.

What Thomas A. Edison thinks about 24 topics of general interest was written down by him on his 63rd birthday in response to questions from eighteen newspaper correspondents who called on him at Fort Myers, Florida.

Edison is deaf, and the list of queries was written in advance by the reporters and handed to him by A. A. Coult, local United Press correspondent. The inventor took only 24 minutes to put down his answer with a thick blue pencil.

Some of the questions and Edison's answers were as follows:

#### Rubber.

Q.—When and where do you expect to start large-scale planting of golden-rods from which to extract rubber?

A.—I expect to have the first single unit perfected in two or three years. Will probably erect it at Mr. Ford's place near Savannah.

Q.—What do you expect the London disarmament conference to accomplish in the way of permanent results toward peace, and what do you believe is necessary to ensure permanent peace among nations?

A.—I think they will arrive at a same compact to limit future trouble.

Q.—Have inventive substitutes heat and fuel progressed to the point where we may no longer worry about depletion of natural oil, gas and wood supplies?

A.—Not yet.

Q.—Is the machine age hampering man's creative bent?

A.—No, increasing it.

Q.—In your opinion do developments in electrical and poisonous gas destructive elements make impossible, or highly improbable another world war?

A.—No.

#### Prohibition.

Q.—Do you think that absolute Prohibition will ever be accomplished in the United States?

A.—Yes.

Q.—Would modification of the Volstead Law to permit home manufacture of light wine and beer help the cause of temperance?

A.—No.

Q.—What is the greatest educational force operative to-day?

A.—Young men's desire for a technical education.

Q.—How old do you feel?

A.—Generally 50 years, but lately some microbes have spotted me and done some experimenting with my internal machinery so I feel about 85 years.

Q.—In your opinion when will television be practical for home entertainment?

A.—Some day.

#### Engineers and Politicians.

Q.—What is the biggest thing American people can accomplish during the next year and why?

A.—Pay more attention to engineers than politicians.

Q.—Which of your inventions do you believe will be still in general use and vital use in 100 years from now?

A.—Don't know.

Q.—What is your attitude toward commercial aviation?

A.—Do more experimenting to increase safely before commercializing too much.

Q.—At what price per pound do you hope to produce commercial rubber?

A.—If the farmer is to make what he is entitled, then one dollar per pound for war emergency rubber.

Q.—Can you tell us of the greatest disappointment you encountered in your work; also the greatest satisfaction?

A.—I am always disappointed with a problem until it is solved. Not more than 1 out of 20 of the details work out at first.

#### Good Time Coming.

Q.—What will become of common labour when the full automatic machines eliminates hand work?

A.—He will own a home and a lot of new things, providing alcohol doesn't intervene.

Q.—What field offers the greatest opportunity for invention to-day?

A.—Chemistry and physics.

The Dean of Inventors, whose interview is an annual birthday event, whistled a shrill little blast as he seized up the queries handed him. The interview took place in a 20-foot office which is really a summer-house of a single room. With white hair waving dishevelled over a shining pate, Edison sat in an early American chair before a modern steel desk, sharpened his pencil, and ran through the list without speaking.

#### Simple Surroundings.

His surroundings were extremely simple. To his right were shelves of books, all scientific and chiefly having to do with botany and chemistry. Along the wall which he faced was a long, unpainted bench, on which stood a rack of test-tubes, a blue-print someone had made of him, half a dozen sheets of notepaper scattered carelessly about, containing instructions to various persons, and glass vessels such as are usually found in a laboratory. Under this bench was a cheap, green painted, metal folding cot, with a faded spread of white, striped with green flowers over it, on which Edison rests between his famous "work jags" in which, in modified form, he still indulges.

To Edison's left and also behind him were walls crowded with scores upon scores of bottles, containing more chemicals than most folks ever heard of.

In one corner of the room sat an overstuffed chair, plainly a cheap one within the purse of the most mental New York apartment dweller. A book-rack stood in front of it. Four other chairs and another green metal desk completed the furnishings of the room.

The only clock was a cheap alarm clock, two minutes slow!

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## LOCAL MAPS

Peak District,  
Kowloon,  
Victoria,  
New Territories.

HONGKONG DAILY PRESS.

Where to have Tiffin  
To-day.

## LANE CRAWFORD'S RESTAURANT.

### MENU.

From the Joint Waggon  
Roast Leg of Veal and Ham  
and Vegetables...95 cts.

### To-day's Tiffin—\$1.35.

- 1.—Julienne Clear Soup
- 2.—Fried Fish, French Potatoes
- 3.—Pheasant Casserole
- 4.—Lamb Cutlet, Green Pea Sauce
- 5.—Roast Chicken and Dressing
- 6.—Curried Pork and Rice
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Hashed Brown
- 10.—Spinach
- 11.—Blanching and Prunes
- 12.—Fruit 13.—Tea 14.—Coffee

## Diary of Coming Events.

### To-day.

(March 19.)

Green Island Cement Co., Ltd.: 41st Ordinary Annual Meeting, St. George's Building, noon.

China, Provident, Loan and Mortgage Co., Ltd.: 33rd Ordinary Annual Meeting, Alexandra Building (2nd floor), 2.30 p.m.

Fenling Hunt and Race Club: Hounds Meet Race Course, 4 p.m. Trevesa Trophy, 4 p.m.

Hockey: Club v. 3/15 Punjabis, U.S.R.C. ground, 5.15 p.m.

Lawn Tennis: Open Singles: Ng Sze Kwong v. Ho Ka Lau.

Wah Yan College: Prize Giving, 5.15 p.m.

Queen's Theatre: "The Treadpasser."

World Theatre: "The Winning Daughter" (Chinese picture) at 5.15 and 9.30. "Caught in the Fog."

Star Theatre: "Monte Carlo."

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.

European Mails:—Outward: Europe via Vancouver and via Siberia (Empress of Canada), 10 a.m.

### Thursday.

(March 20.)

Lammerts Auction: Refinery Stores; Taikeo Sugar Refinery, 11 a.m.

Meeting on behalf of Y.W.C.A., Government House, 4.15 p.m.

University Lecture on "Architecture," 5.15 p.m.

Central British School, Prize Giving, St. Andrew's Church Hall, Kowloon, 5.30 p.m.

Helena May Musicals, Ballard Concert, 5.30 p.m.

Queen's Theatre: "The Treadpasser."

World Theatre: "Robin Hood."

Star Theatre: "Four Walls."

Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

Dinner Dances: Hong Kong, Peninsula, and Republic Bay Hotels, 8.30 p.m.

European Mails:—Inward: Europe via Negapatnam, letters only (Yuen Sang), via Siberia (Tenyo Maru). Outward: Europe via Siberia (Nagore), 10.30 a.m.

### Friday.

(March 21.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.



## STOLEN CARS AT £4 EACH.

### GANGS WHO SET UP AS GENUINE BUSINESSES.

#### FAKED NUMBERS.

An ex-convict recently released from Dartmoor revealed to a Press representative exactly how the business of stealing motor-cars is worked—from the actual theft of the car to its reappearance, ostensibly as another car, in the sale-room.

This man was sentenced for car-stealing. He has expert knowledge of his subject, and made his exposure with all the fatherly brinkiness of a foreman showing a visitor round the works.

"First of all," he said, "there's a lot of men out just stealing cars, for which the gang will pay at the rate of £3 or £4 a car. These men drive the cars to some parking places or garages away from the districts where they were stolen, and leave them there. Then, quickly, they tell the gang, and one of the gang fetches the particular car from where it's been left, and takes it to one of the gang's places. I'll come to them in a minute."

"Business" Premises.

"Now, when a gang sets up in business, the first thing it does is to get hold of some letter-heads used by any selling agent for a well-known make of car. Then we—meaning the gang—go to any shop, a tobacconist's, say, or a news-agent's, on the outskirts of London, and we ask can we use the shop as an accommodation address for the business which we are shortly opening in that district.

"Right. Then we go to a printer and get the style of the letter-head copied, but with our assumed business name and the accommodation address on the paper. We also get receipts printed with the same name and address—all very official looking. Right. That gives us our printed matter."

"The second step is to get a series of lock-up garages in different districts, or else a garage which is supposed to be a genuine business—but lock-ups are the best. It's to one of those places that the stolen car is brought. Now, we've got our literature, our garages, and our stolen car. This is what happens."

"As soon as the car comes in—and we only deal in new British cars of well-known makes—we take its full description, its chassis and engine number, the make, the model, its colour, and any other distinctive marks."

"Meanwhile, one of us has gone to any large town, away from London, and taken lodgings there for a couple of weeks. We send him all particulars of the car, together with a letter on the faked paper advising him officially that the car is coming, and enclosing a faked receipt for the deposit and first instalment he's supposed to have paid for it. He's the buyer of the car, do you see?"

"Then he walks into the town hall and puts the receipt and our 'business letter' on the counter, and says he wants to register the car."

Altered Numbers.

"Meanwhile, again, our mechanic has got busy altering the chassis number and the engine number, which have already been sent to the police as being on a stolen car. We alter the numbers in this way: suppose the chassis is 58734 and the engine 53642; well, we choose a small number, say eleven, and subtract it from each so as to alter

(Continued on next Column.)

# MOTOR NOTES

#### Motorists and Pedestrians.

"Few people," says *The Light Car and Cyclecar*, "will disagree with a remark made recently by Mr. H. R. Oswald, a West London coroner, who said, 'I do not think there is any need for a separate organization of pedestrians. If pedestrians will only co-operate with other road users, using due care themselves and observing the rules of the road, more good will be done than by creating bad feeling between different sections of the public.'"

"This is only too true. One section of the community will not tolerate interference on the part of another section, and when it comes to a problem like 'safety first,' concerted action—combining the efforts of all who walk, motor cycle or drive horse-drawn vehicles—is the only solution. It is all the more encouraging, therefore, to observe that one of the conditions of membership of the newly formed Light Car Club is the signing of the safe-driving declaration of the Road Fellowship League—a body which embraces all classes of road user and asks them to work for the common good. The signing of a declaration of this kind is not an admission that any one of the parties, whether they travel afoot or on wheels, is at fault, but a very praiseworthy endeavour to show their willingness to associate themselves with a practical effort to make road travel safer. Good work is already being done in the cause of 'safety first' by our larger motor bodies—in the shape of road patrols and so on—and equally good work can be done by all road users."

only the last two figures. It's very difficult to alter the figures—we do it with acid to soften the metal, and then hammer it flat, and then punch the new figures in—so we make the job as easy as we can. The numbers now will be 58733 and 53631, and they were the numbers in our letter to our man."

"Well, the licensing people examine the receipts and see that the numbers we have contrived do not belong to any stolen car. They ask our man where he lives. He has got an address. Where will he keep the car? He gives them a local garage. Right. A week or so later they send him his registration card, and he comes back to London. He is the first owner. The car, of course, is still at our place."

Registration Cards.

"Then, after three or four weeks, he writes to the town hall where he registered the car, enclosing the registration card, and says he has sold it to Mr. So-and-So, and will they transfer the car to him. Mr. So-and-So—who is another of us—gets the registration card at our prearranged address, and he is the second owner. Then he takes the car to any motor saleroom—the trail all beautifully covered up—and sells it. And the gang splits the money."

"One or two other points. We always mention in our letter to the 'first buyer' that, as he wishes to register the car in his own county, it will be delivered to him under a trade number. That explains to the licensing people, if necessary, why we, who are supposed to be selling the car, have not registered it for the buyer, as is usual."

"We have several of these faked addresses, and the car is never registered in the same county as the address used."

#### A Battery Danger.

"Before they take up motoring most men and women are already familiar with certain precautions they must take when attending to odd jobs about a car," writes *"Focus" in The Light Car and Cyclecar*. "The risk of becoming poisoned by exhaust fumes through running the engine in a closed garage, for instance, is widely known, while no one in his senses will look inside the petrol tank by the aid of a lighted match. It is, however, not nearly so generally understood as it should be that the gases given off by a well-charged accumulator, although small in quantity, are also of a highly inflammable nature."

"An object lesson in the chemistry of the ordinary type of accumulator is furnished by the recent experience of a youthful acquaintance of mine, who tried to examine the level of the electrolyte in his car battery after dark by the light of a naked flame. He has described to me what happened in the following words:—'I had struck a match and unscrewed one of the cell caps when suddenly there was a bright flash and a loud report just like the crack of a rifle. The match went out and I felt a sharp stinging pain about the eyes. I could see nothing, and for a while thought I had gone blind.'"

A couple of days after the event my young friend was fortunately out of danger of losing his sight, but he was still suffering from shock."

#### Professor Low on Churlish Complaints.

"I often think," writes Professor Low in *The Motor* "that we are very apt to accept the gifts of science in a churlish manner. We complain, for example, if current leaks from a wire and prevents an engine from running with perfect smoothness at a speed of 2,000 revolutions per minute."

"It has taken the better part of 100 years to devise a magneto and to find a material which would act as an insulator without absorbing moisture from the air or becoming brittle in use. Generations have applied themselves to the production of a magnet of which the power would last, and tens of thousands of pounds have been spent in the production of an alloy which would withstand the action of a spark."

"Chemists have sought liquids which were clean, economical, and easily convertible into mechanical energy. Yet we are ready at any moment to sneer at a motor-car in which any one of the myriads of technical bricks has become temporarily displaced."

"I am right in stating that biologists have died in order that tyres might be reliable, equally right in suggesting that as yet their main problems are untouched and that we are embryonic in our conception of an electrified world such as may in the future become accepted as a commonplace."

#### Safer Motoring.

"The motor-car occupies a unique place in the circle of modern, efficient and elaborate machinery in that it is placed in the hands of drivers who, however well-meaning, have usually neither the mechanical knowledge nor the time necessary to make a periodic round of inspection, lubrication and adjustment," remarks *The Motor*.

"When it is remembered that a locomotive is taken to the running-sheds for attention after a 300-mile run and that the motor coaches and buses run by big concerns are subjected to vigilant and skilled attention, it is surprising that the average private car should run as well as it does."

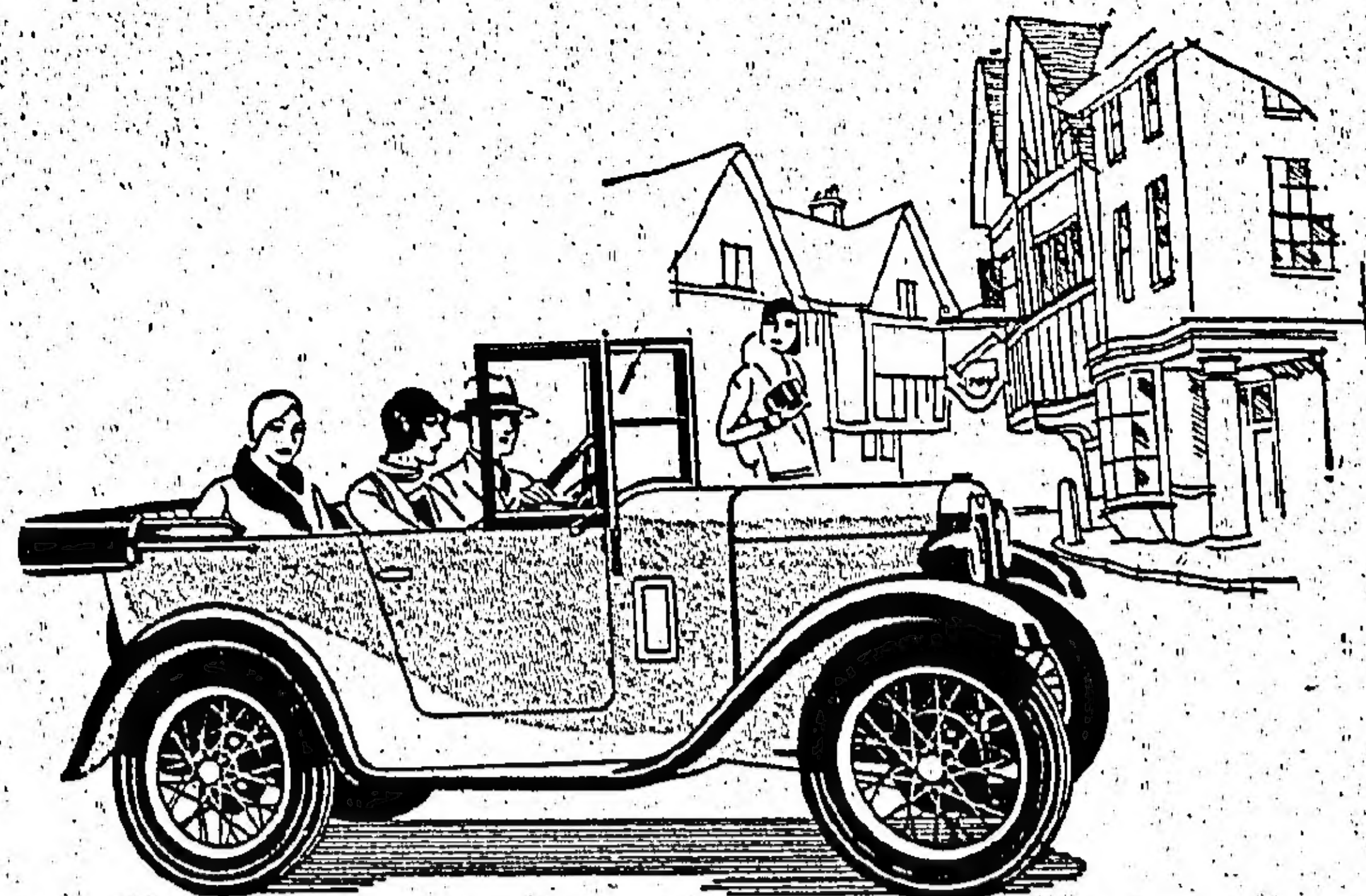
"This capacity for covering a big mileage before neglect becomes manifest in the shape of a breakdown or accident is only too apt to engender a feeling of false security in the owner. During recent years car makers have taken considerable trouble to reduce the work of maintenance to a minimum. Consequently, for a mechanically minded owner an hour's work every 500 miles should suffice to keep a car in good running order. For the growing number of motorists who wish to restrict their activities to driving there are now garages throughout the country equipped to carry out light maintenance work at a small cost, and such facilities are destined to grow rapidly in scope this year."

"There is, therefore, no excuse for the man who deliberately neglects to keep his car in good condition, and we are certain that if all motorists would take this matter to heart the roads would become materially safer. Adequate equipment of the right kind is almost equally important."

#### The First One-Hour Outboard Record.

"The recognition of the first one-hour national outboard motor boat record by the M.M.A. is announced in *The Motor Boat*. Mr. C. J. Turner, who is a keen competitor in motor trials with a Morgan, covered 32 miles 458 yds. at an average speed of 32.26 m.p.h. on Portsmouth Harbour. He used a 16 h.p. Johnson engine and a 14-ft. hydroplane belonging to Viscount Kingsborough."

On Friday, February 21, Portsmouth Harbour will be the scene of another attempt, when the Hon. Victor Bruce, the well-known motorist, will pilot a 40 m.p.h. British-built hydroplane on a six-hour endurance test."



## "The Splendid Ultimate Triumph"

is a resounding phrase, but it expresses the wonderful, deserved success of the "AUSTIN SEVEN."

Difficulties of bad roads and climate have been surmounted in an astonishing manner and the "Seven" revels in what are known as "colonial conditions."

The "Austin Seven" is the cheapest car in the world to run.

It gives the greatest mileage per gallon of petrol and consumes very little oil.

### ARRANGE FOR A TRIAL RUN

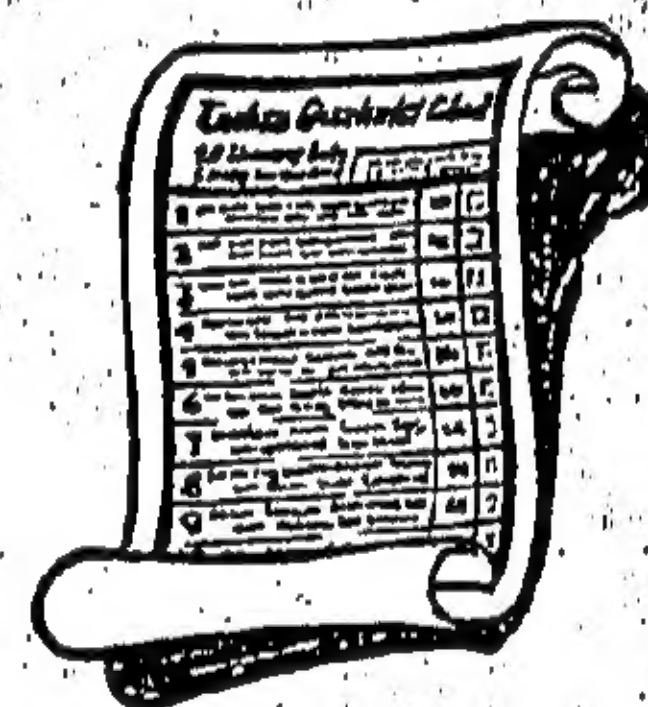
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(DEFERRED PAYMENT AND EXCHANGE ARRANGED.)



## BUY YOUR CAR ON VALUE!

Here is one of the soundest plans ever devised to help you get the most for your money when buying a low-price car—the Chevrolet Value Chart. Motorists everywhere say it has saved them thousands of dollars.

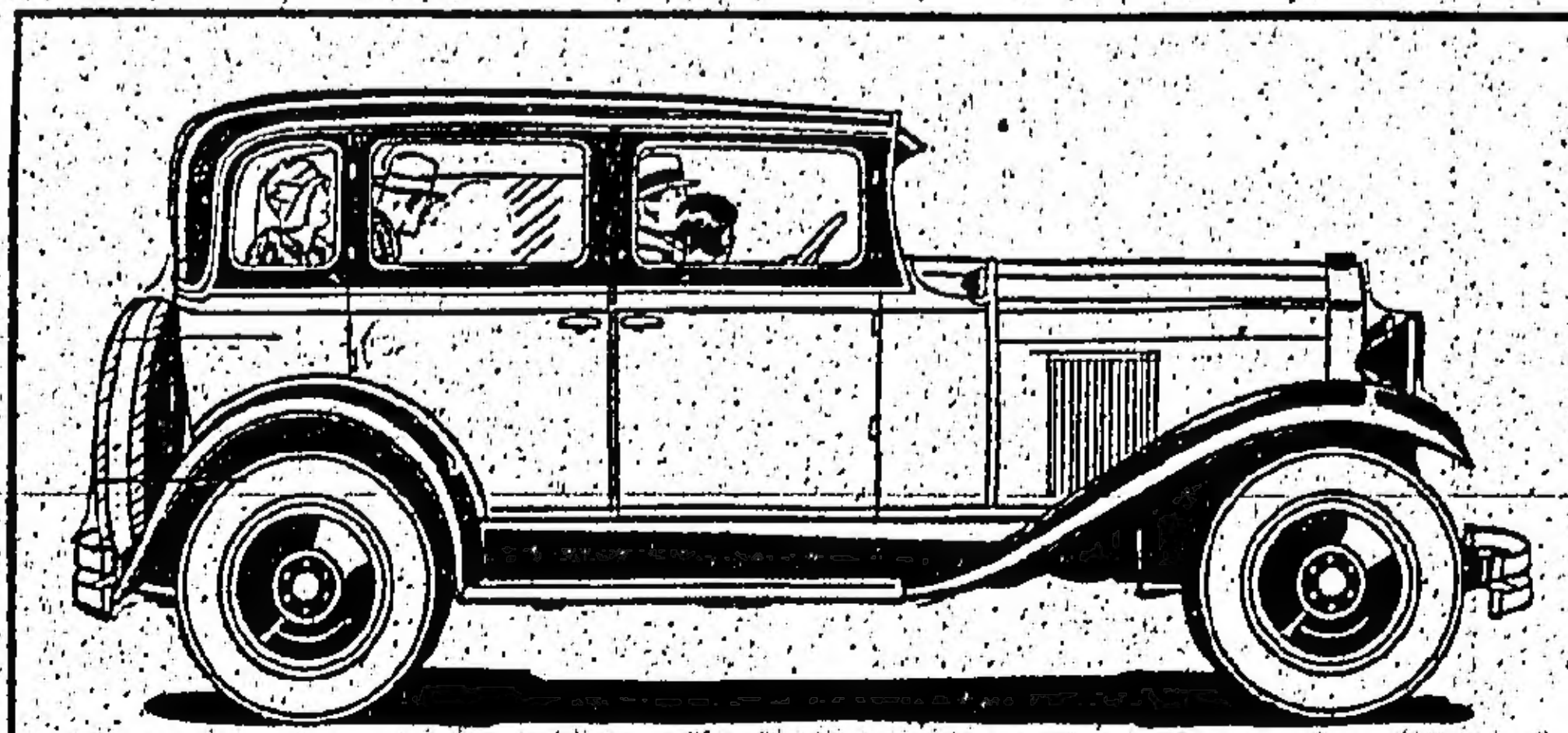
Check the chart now. Check the Chevrolet Six with any other car in its class against this sound measure of low price motor car value. See how much more your money buys in the Chevrolet Six. It's shrewd to make your money buy more. Then let us take you for a demonstration ride, and check the points again while the car is in action.



## THE HONGKONG HOTEL GARAGE

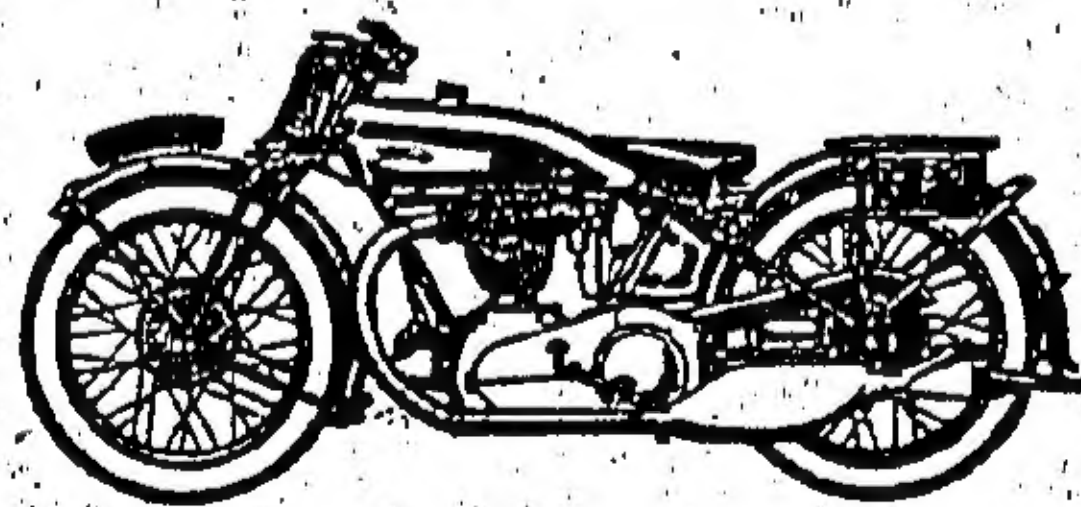
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## FIRST IN HONG KONG "1930" BRITISH MOTOR CYCLES



## NORTON

MODEL No. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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IN CASE OF  
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LANE, CRAWFORD, LD.  
MODERN MOTOR SERVICE



# MOTOR NOTES

## Making Motor-Cyclists Insure.

Motor Cycling enumerates certain points in motor-cycling insurance which need attention before any scheme of compulsory insurance could be evolved that would be equitable.

"It would be a shameful thing," says *Motor Cycling*, "if every rider has to pay 50 per cent. extra premium (or risk three months' imprisonment) in case he ever takes a pillion rider, and it would be equally wrong if compulsory obtained policies contained clauses which would make them invalid if the holder contravened some trifling technical regulation.

"A case in point is provided by the clause which is often found in insurance policies which invalidates them should the holder, after an accident has occurred, admit that he is insured or that he is in any way liable.

"It is unthinkable that compulsorily obtained policies should be made null and void and the holder

laid open to imprisonment if, perhaps in a moment of semi-consciousness after an accident, he apologises for his carelessness to the other party."

## What Is a Saloon?

"One wonders," writes *"Focus"* in *The Light, Car and Cyclecar*, "whether the word 'saloon' has come to stay as a means of identifying a miniature owner-driven limousine. In America one has heard owner-driven closed cars described as 'couches, sedans and broughams, but the word saloon, I hear, is now gaining increasing ground not only in that country but in the many overseas markets which it serves.

"Why 'saloon?' one wonders. The word is already associated with a drinking establishment, a marine drawing-room, a billiards hall and a hair-dressing establishment, whilst Nuttall's Standard Dictionary defines a saloon as 'a spacious apartment for the reception of company.' Few motor-cars qualify for this description."

## Sixty On a Dirt Track.

On a dirt track of only a mile and a quarter circumference at Auckland in New Zealand, a British Austin Seven recently put up an amazing record by averaging a speed of 60 m.p.h. for six hours. The car, a supercharged model of the same design as raced by the Austin Motor Co. in the 1929 Dublin Grand Prix and the Ulster T.T., stood up perfectly to the grueling conditions.

Phil Seabrook and R. Grierson piloted the little car to this remarkable victory.

Despite the fact that the Austin Seven has secured over a thousand victories on road and track since it was introduced to the public some seven or eight years ago, this latest achievement must be conceded to be at least among the most brilliant of Austin performances. To maintain such a speed on a tiny unbanked track will seem incredible to those with any experience of dirt track driving. Phil Seabrook is very well known in motor racing circles in New Zealand, and this is not the first occasion upon which he has distinguished himself.

## Motor-Boating Boom in U.S.A.

In America motor boating is developing even more rapidly than in this country," says *The Motor Boat*, "and on account of the geographical advantages alone, were there no other reason, it is bound to be on a very much larger scale than can ever be possible in the United Kingdom. An indication of the proportions which the motor boating industry has attained is given by the statement that more floor space was occupied in the recent New York Motor Boat Show than by any other trade exhibition, including the last Motor Car Show, that has yet been held, and on the first two days 57,000 people attended.

"Slow speed has become entirely out of fashion. Out of 200 boats, only one had a speed of less than 12 m.p.h. and only four under 15 m.p.h. The type of boat which gains most favour is neither the runabout nor the cruiser, but what is termed the 'sedan cruiser,' an intermediate between the two classes. Whether this development will become popular in Great Britain (as the closed car has become popular in this country after its almost general adoption in America) is doubtful, as the type hardly conforms to the demands of the average cruising man. The total sales at the Show amounted to £200,000."

## Buying British.

The Johannesburg City Council was recently desirous of purchasing three omnibus chassis, and in view of their proved superiority under all conditions, the councillors decided that they could only secure the best all-round value by choosing British-made vehicles. Accordingly the British tender was accepted.

The Capetown Council has also ordered five motor omnibuses of British manufacture.

## Adequate Service Ensures Adequate Resale Values.

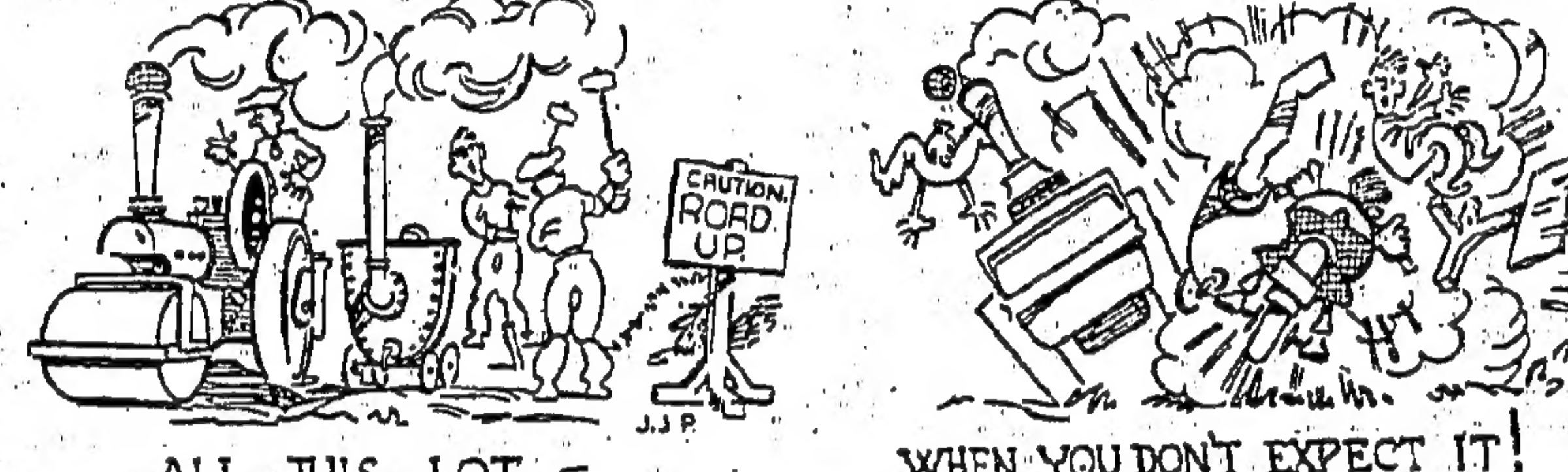
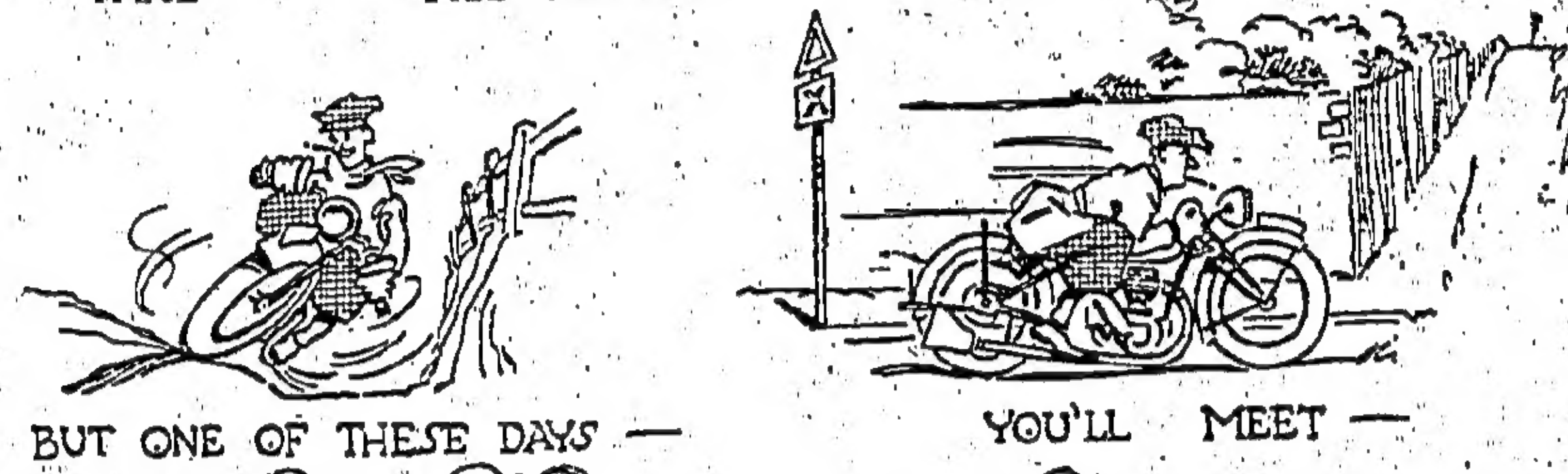
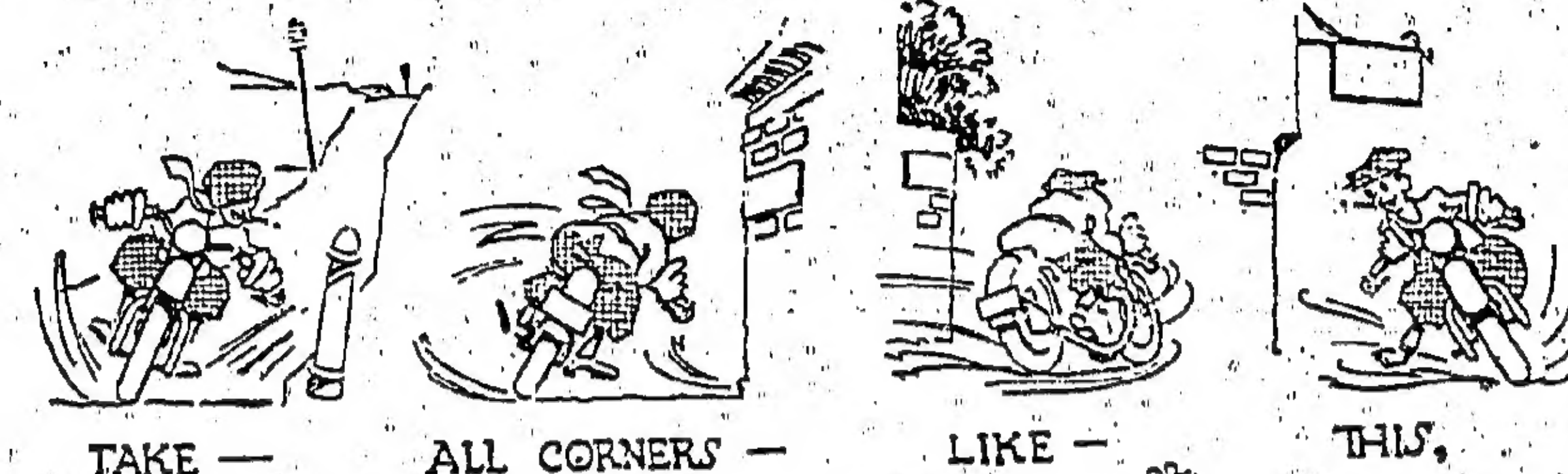
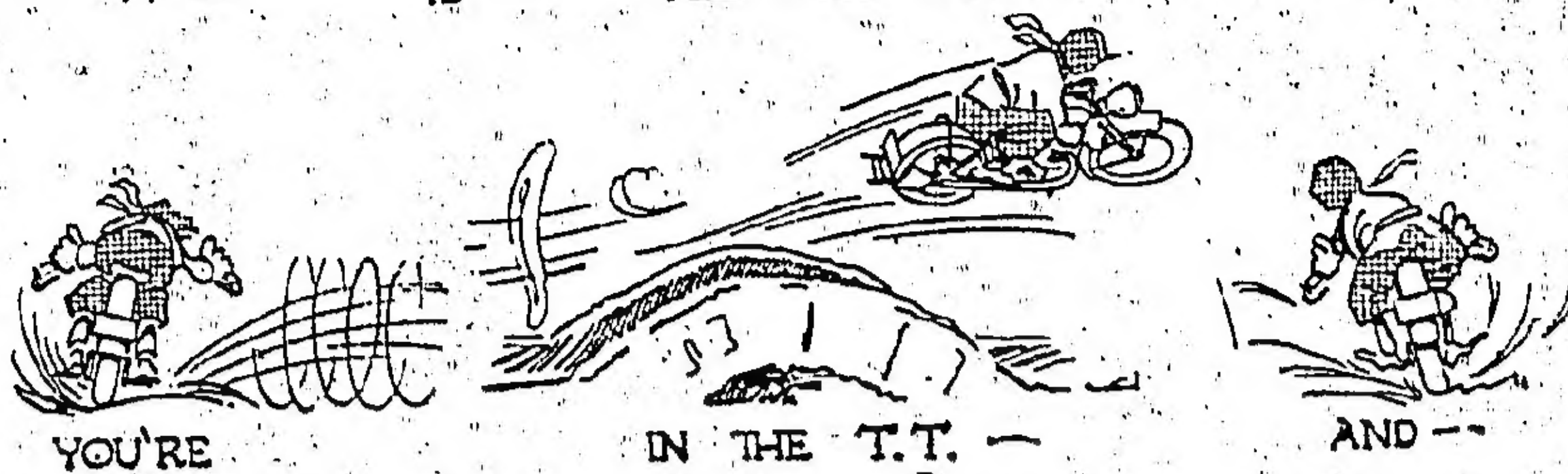
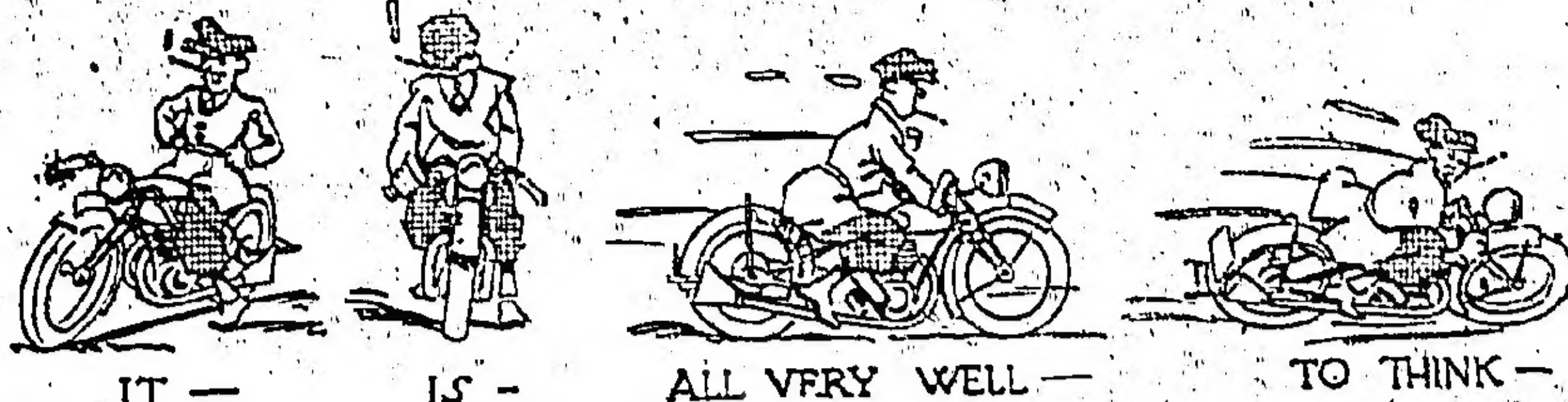
Purchasing a car in the early days of the motor industry entailed no obligation on the part of the manufacturer to the buyer beyond delivering it in satisfactory running condition and keeping it so for a reasonable length of time. The purchaser gave little thought to the car's probable exchange value, or to the quality and accessibility of service facilities for keeping it in good running condition.

This picture, like many others connected with the industry, has completely changed in recent years. To-day's buyer is concerned not only with the style and performance of the new model, but also with the assurance of the soundness of his investment from a resale standpoint and of the completeness of the service organization which will keep his car in good condition. Service, instead of a side issue of the dealer's business, has become a major factor in swaying the sale of a new car. It is as important as colour or quick pick-up in the permanent satisfaction the car will bring the owner.

Years ago an owner cared little about service because he seldom ventured beyond the immediate territory served by his dealer, but to-day he wants to feel that should his car require attention, he is within calling distance of a service station where he may get genuine factory parts and well-trained men to work on his car. He wants to know that service facilities are uniform and good wherever he may travel.

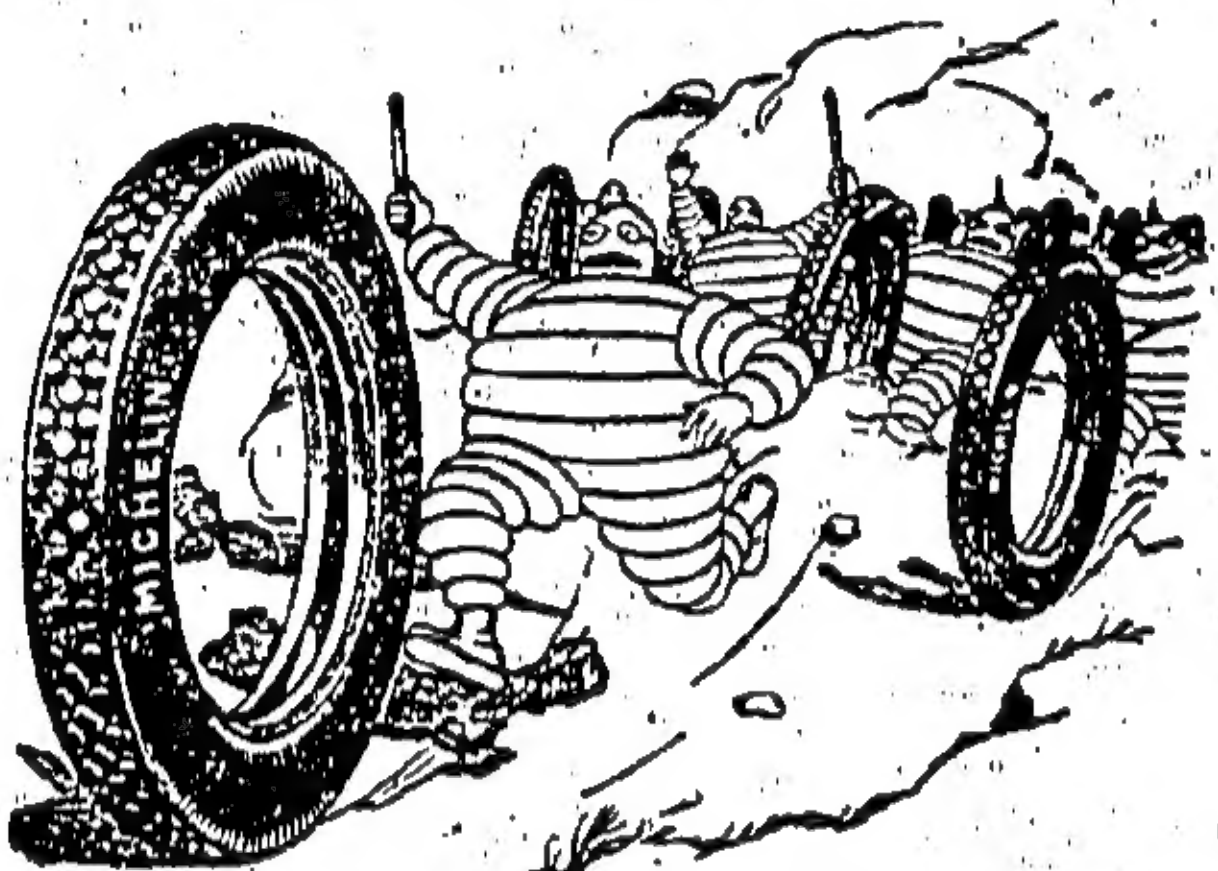
In anticipation of this need the progressive manufacturer aids his dealers in many ways to place and maintain service facilities on the highest possible plane. General Motors Export Company has service supervisors who keep in constant touch with dealers, and service instructors who train men in the proper repair methods.

## SAFETY FIRST!



With acknowledgments to "Motor-Cycling."

## MICHELIN FOR RELIABILITY AND DURABILITY



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HONG KONG

## Mystery Cars for Daytona.

Speed Kings from Europe and America will flash over the Daytona Beach sands between March 15 and 30 in an international quest of a land speed record. This is a delay of a fortnight, the dates being previously announced as March 1 to 15.

The drivers will try to eclipse the 218.38 miles an hour record of Major Sir Henry Segrave, established at Daytona Beach last March.

Advance reports credit some of these mystery cars with as much as 4000 horse-power. Speeds of 250 to 300 miles an hour are hoped for. At that speed, it is pointed out, the machines probably would travel faster than the human eye on the sidelines could follow them.

(Continued on next column.)

The most important entries probably will be:

Kaye Don (Britain): A car built by William von Benz (Germany); Captain Malcolm Campbell (Britain); and A new car built by J. M. White, of Philadelphia.

Early reports connected three other Americans and two Europeans, with possibly other entries. They were:

Fred Duesenberg, of Indianapolis; J. C. Sockwell, of Miami, Florida; Major Bernhardt, of Italy; and the manufacturers of the European car Bugatti.

While some of the cars may cost nearly £20,000, their life may cover only a few seconds.



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WHEN HOME ON LEAVE

## LEAVE CARS LTD.

WILL SUPPLY YOU WITH ANY MAKE OF CAR.

New or Second-hand.

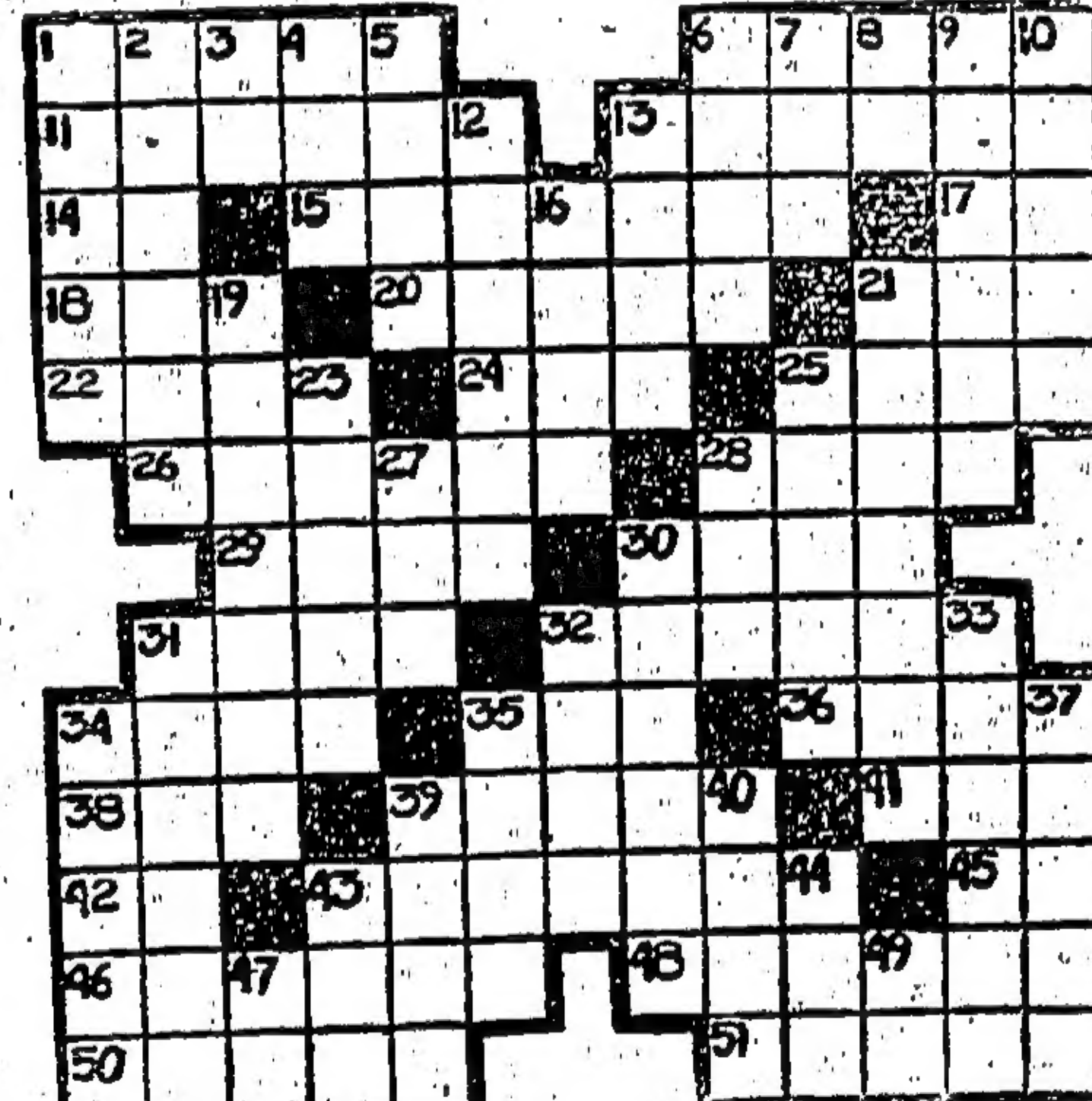
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Local Agents

**J. H. BACKHOUSE & CO.**  
CHATER ROAD.

## CROSSWORD PUZZLE.



## Horizontal.

- 1.—Scale.
- 6.—Stores.
- 11.—Gets up.
- 13.—Pertaining to back bone.
- 14.—Within.
- 15.—Endeavour.
- 17.—Symbol for radium.
- 18.—Insect egg.
- 20.—Endeavoured.
- 21.—To stroke.
- 22.—To examine.
- 24.—Demon.
- 25.—Commanded.
- 28.—Lessens.
- 29.—Wile.
- 30.—Fibs.
- 30.—To stop.
- 31.—Retained.
- 32.—River for Asia.
- 34.—Places.
- 35.—To operate.
- 36.—Love god.
- 38.—Possesses.
- 39.—Part of ship's bottom.
- 41.—Negative.
- 42.—Conjunction.
- 43.—To contrast.
- 45.—Negative.
- 46.—Waste.
- 48.—Reveler.
- 50.—Snarles.
- 51.—To breathe audibly in sleep.

## Vertical.

- 10.—Rock.
- 12.—Set.
- 13.—Pace.
- 16.—Margins.
- 19.—Writing pads.
- 21.—Part of horse's foot.
- 23.—Spikes.
- 25.—To swell out.
- 27.—To spread out.
- 28.—Hurried.
- 30.—Place for airplanes.
- 31.—Listener.
- 32.—To swallow greedily.
- 33.—Earlier.
- 34.—Abbreviated.
- 35.—Frost.
- 37.—Shop.
- 38.—Director.
- 40.—Goddess of discord.
- 43.—Drinking vessel.
- 44.—Age.
- 47.—Musical note.
- 49.—Toward.

## YESTERDAY'S SOLUTION.





# SHOPPING GUIDE

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## Rolande Sarraut

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### PHOTO-SUPPLIES

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RADIO SUPPLIES  
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TENNIS RACKETS

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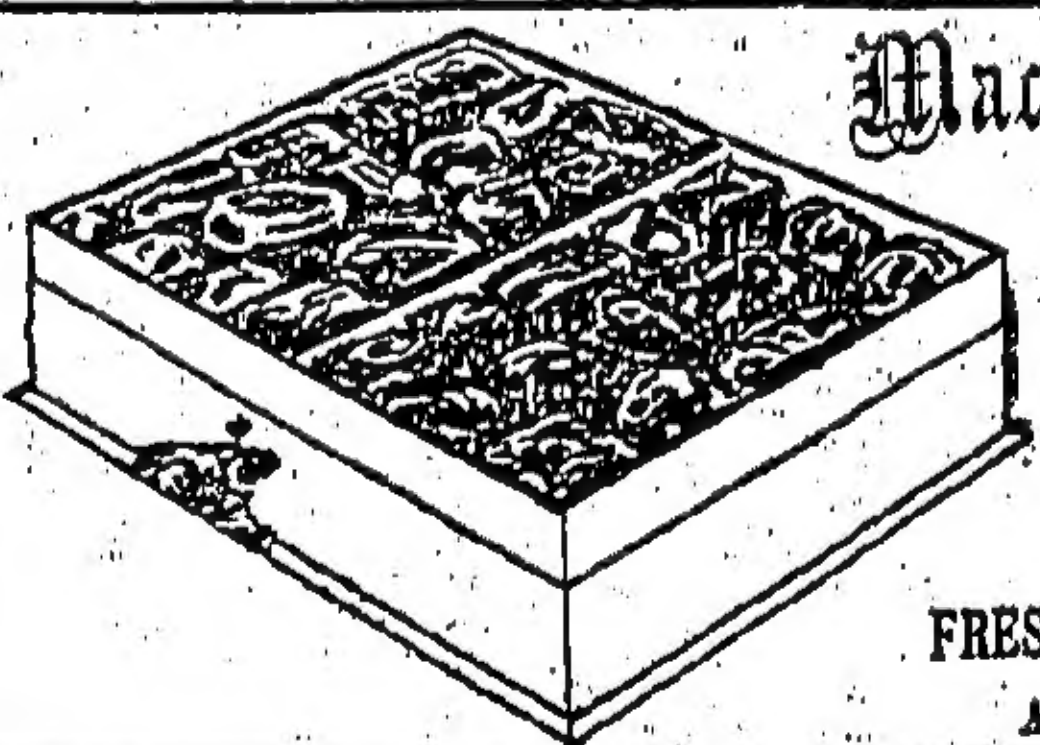
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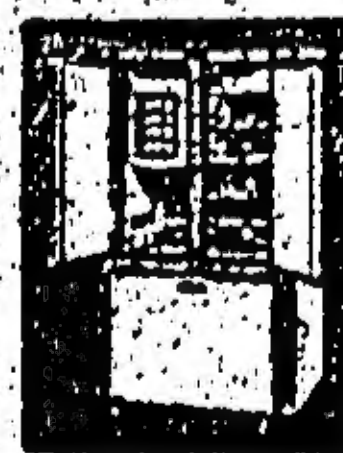
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## SHANGHAI PAPER IMPORTERS.

### CHAIRMAN'S SPEECH AT ANNUAL MEETING.

### EFFECT OF LOW EXCHANGE.

The fifth annual general meeting of the members of the Shanghai Paper Importers' Association was held on February 29, Mr. A. Eveleigh presiding over a fair attendance.

Following the usual practice the Chairman reviewed briefly the business of the past year.

As is usual in this market after a good year we almost invariably have one and sometimes two bad or indifferent ones. The year 1928 was a good one, and last year was accordingly a bad or at least an indifferent one.

The year opened, however, fairly well with good inquiry which lasted for the first three or four months. After this period, however, local stocks began to accumulate. Heavy arrivals under orders placed in the latter part of 1928 and a falling off in demand from up-country markets resulted in a gradual discontinuance of inquiry until orders for new business practically ceased altogether and were non-existent during the latter four or five months of the year.

### Exchange Difficulties.

The principle item of remark during the year is, of course, the rapid and heavy decline in exchange. At the beginning of the year exchange stood at 2/7d. to the tael, while at the close it had dropped to 2/1d. at that time the lowest rate the tael had reached in its history. This represented a decline of 20 per cent, and increased the landed cost of all imports in local currency by nearly 25 per cent.

This in itself was sufficient to deter dealers from entering into further commitments since, as is usually the case, the majority had not fixed their exchange requirements in advance.

Theoretically market prices should of course, rise in proportion to the fall in exchange. This, however, is not so in practice and it generally takes the market many months to readjust itself to the increased costs.

### Japanese Competition.

During the year market prices generally have remained very steady and whereas the lack of up-country demand and consequent accumulation of stock would normally have resulted in a general drop in prices, the fall in exchange has prevented this occurring. At the same time prices did not rise until towards the end of the year and then only slightly so that with very few exceptions dealers have lost on the year's business and several of them have gone bankrupt.

At the last annual general meeting I referred to the increase in competition from Japan and the rapidly growing trade the Japanese were doing in this market. Due to the proximity of their mills, consequent rapid and cheaper transport and various other advantages and facilities in their favour, the Japanese have fully maintained this position.

### Business Hardly Worth While.

Referring to the trade generally competition is, if anything, greater than ever and the margins which we importers are able to obtain are in most cases so small as to make the business hardly worth while.

The year has not been a good one. Several dealers have failed and others would doubtless have done so had they not been assisted in the usual requests for free interest, storage, etc., which I think we have all found it necessary to grant to some extent and which has cut down or absorbed altogether the very meagre margins on which we have to work.

It would doubtless be of advantage to all concerned if we could change the present practice of selling in sterling to one of selling in tael, maintaining the c.i.f. and i. basis but eliminating the gamble in exchange which is a constant source of loss.

### Chinese Dealing Direct.

A matter of interest and one which closely concerns us is the inauguration during the past year of a purely Chinese firm for the purpose of trading direct with exporters in Scandinavia. Five dealers have each contributed a limited sum for financing the business. They still maintain their own individual homes and purchase for the greater proportion of their requirements through importers as before. The smaller proportion they purchase through their own paper import organization thus obtaining knowledge of c.i.f. cost prices, and using this knowledge to cut down the importers' margin of profit in their major transactions.

The competition in the paper business is already such that it is hardly worth handling, and should exporters continue with this policy it is likely that the trade will be given up by the reputable and reliable firms who have years of experience behind them and will pass into the hands of inexperienced and smaller concerns who have little to lose.

### Association's Membership.

I would like also to refer to the progress this association has made since its inauguration.

The membership numbers 27 and comprises practically all those foreign firms who carry on the import of paper as a regular business.

I think I may say without fear of contradiction that the association fills a much felt want and serves a very useful purpose in many directions. Not the least of its activities is the facility it offers for the settlement by arbitration or survey of disputes and claims. The association has been the means of getting together the names of those in Shanghai who by their knowledge of paper manufacture and experience of the trade are fully competent to act as surveyors and arbitrators. The majority of disputes which arose during the past year and in which the parties have not been able to effect amicable settlement have been placed in the hands of the association which is in itself a tribute to the association's work in this direction.

## LAMMERTS AUCTIONS

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To Sell By

### PUBLIC AUCTION

ON

WEDNESDAY, MAR. 19,  
COMMENCING AT 11 A.M.

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WHARF & GODOWN CO., LTD.,  
KOWLOON.

112 BAGS SULPHATE OF AMMONIA

TERMS—CASH ON DELIVERY.

LAMMERT BROS.,  
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### PUBLIC AUCTION

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AT THE PREMISES OF THE  
TAKOO SUGAR REFINING  
Co., Ltd., QUARRY BAY.

A LARGE QUANTITY OF  
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Comprising:—

Plate Bending Roll Mill, Drilling Machines, Lathes, Beveling Machines, Screwing Machines, Empty Jars, Scrap Brass Bushes, Brass Turnings, Oil Filter Press Cloths, Hessian Bale Covers, Platform Scales, Scrap Iron, Broken Empty Bottles, Calcium Chloride, Special Graphitum Paste, Fumiger Paint, Marine Grease, Asbestos Agonal Paint, Fibro Paint, Sassafras White Resin, Sassafras Oil, Colza Oil, Hoist Brakes, BB Cent. Machine Brakes, Porcelain Insulators, Rubber Rings, Watthour Motors, Bolts and Nuts, Iron Cottor Pins, Dies, Block Files, Wood Blocks, Iron Washers, Iron Studs for Insulators, etc., etc.

On View From WEDNESDAY,  
the 19th MARCH, 1930.

TERMS—CASH ON DELIVERY.

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AUCTIONEERS.

BY ORDER OF THE  
MORTGAGEES.

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SECONDLY.—All that Piece or Parcel of Ground situate at or near CHEUNG SEA WAT, Kowloon, and Registered in the LAND OFFICE as NEW KOWLOON INLAND LOT No. 80, TOGETHER WITH all the Measure Erections and Buildings thereon. Area: 9,275 Square Feet. Annual Crown Rent: \$22.00.

To be Sold in

TWO LOTS

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By MESSRS. LAMMERT BROS.,

AT THEIR

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DUNDRELL STREET, VICTORIA,  
HONG KONG.

For Further Particulars and Conditions of Sale

Apply to:

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PRINCE'S BUILDING, HONG KONG.

Solicitors for the Vendors,

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MESSRS. LAMMERT BROS.,  
The Auctioneers.

Hong Kong, 12th Mar. 1930. (9152)

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HONG KONG.

## HONG KONG TRAMWAYS, LIMITED.

CHAIRMAN'S UNABATED CONFIDENCE IN TRAMS AS AGAINST THE MOTOR 'BUS.

RECEIPTS DOWN BY \$300,000 AND HEAVY EXPENSES.

### NEW BUSES AND TRACK IMPROVEMENTS.

At yesterday's meeting of the Hong Kong Tramways, Limited, the Chairman, Mr. B. D. F. Beith, said that traffic receipts were three lakhs less in 1929 than in 1928. A dividend of \$1 per share was declared for the year. The Company's efforts to obtain more remunerative bus routes had not been successful, and the takings from the 'Kai Tack Company's' buses (of which the Tramways assumed control on January 1, 1929) had not come up to expectation.

In spite of the difficulties of the past year the Chairman expressed unabated faith in the tram-car as against the motor-bus and gave several interesting extracts in support of his assertion that the policy of replacing trams by buses was a dangerous fallacy.

### YEAR OF BIG ENTERPRISE.

#### THE CHAIRMAN'S SPEECH.

The Chairman addressed the meeting as follows:—In my speech a year ago I called attention to the decline in the traffic receipts during the last quarter of 1929 and after explaining the causes I said "should these adverse factors continue shareholders will realise that the tramway receipts in respect of the present year will be less than during the year under review."

Traffic Receipts Less by Nearly Three Lakhs.

It is my unpleasant duty to inform you that those adverse factors have continued with a result that our traffic receipts for the year 1929 are less by nearly three lakhs than for the year 1928.

Efforts were made during the year to obtain the necessary authority to run our buses on less remunerative routes of the Colony but I regret to say without meeting with much success. We have, however, commenced a new motor bus service between Blake Pier and Tai Koo East Gate via Queen's Road East and Leighton Hill Road and although this service in itself is not remunerative it provides a much felt need and affords greater facilities for our patrons living in the outlying districts of Quarry Bay, which can now be reached by bus in very much quicker time than by tram.

During the year ten more cars were fitted with saloon top covers bringing the number of cars so equipped to 64 and orders were placed in England for the latest type of truck (or chassis) for 28 tram-cars so that to-day we are in the happy position of knowing that every truck that came out with the original tram-cars has been scrapped and replaced by the most up-to-date truck obtainable.

#### Changes to Tramway Track.

The tramway track has been entirely reconstructed between Heard Street and the Lee Gardens. This was rendered necessary under the Praya East Reclamation scheme. The new single track along Bowington Canal Road East was also completed and tram-cars have entered Happy Valley via this track since July 29 last.

Further, since the end of 1929, we have completed the renewal of the rails between Heard Street and Arsenal Street and there is now a magnificent new double track with electrically welded joints all the way from Lee Gardens to Arsenal Street.

Every speech from this chair for the past seven years has contained a reference to the long-promised 100 foot road between Causeway Bay and Quarry Bay but very little progress has been made during the year under review and it has eventually become necessary to double considerable stretches of our old single track in addition to straightening out a snake-like length between Quarry Bay and Ming Yuen.

Altogether, since I last addressed you, we have doubled about a mile of the old single track on the Shauiwan section and have extended the track by about 350 yards from the old Shauiwan terminus to Shauiwan Village. The doubling referred to was rendered absolutely necessary by the great increase in the number of passengers who—on every hot afternoon in the bathing season—desired to patronize the bathing benches between North Point and Quarry Bay. With a single track we were unable to cope satisfactorily with this traffic.

#### BUSES v. TRAMS.

##### The Economic Viewpoint.

Before touching on the accounts I feel it my duty as your Chairman to sound a note of warning on the vexed question of "Buses v. Trams" as from an economic viewpoint.

In some quarters the view has been expressed that a sure panacea for our present diminution of profits is gradually to substitute motor buses for tram-cars. This, in your Board's opinion, is a fallacy pregnant with alarming possibilities. The public and others quite naturally may regard our views on this sub-

ject as biased and prejudiced by reason of the fact that the Company's main source of revenue is derived from electric traction, but when I tell you it is estimated that had the 27,000,000 passengers which our tram-cars carried last year been carried (at the same fares) by motor buses instead of tram-cars not only should we not have had over seven lakhs profit but we should not have made sufficient profit to pay any dividend. I trust, therefore, that you will agree with me that the matter merits a thorough and full investigation and I make no excuse for the four rather lengthy references which follow:—

#### Anglo-Argentine Tramways Co.

(a.)—The Anglo-Argentine Tramways Co., Ltd. (which comprises the greater part of the Tramways of Buenos Aires) is one of the greatest Tramway concerns in the world, operating as it does nearly 3,000 vehicles over 420 miles of track. They commenced operating a service of motor buses in January, 1927. The Chairman of this gigantic system (which carries over 550,000,000 passengers per annum) admitted at their last annual general meeting that their bus services were being operated at a loss.

#### Glasgow and New York.

(b.)—The Glasgow General Omnibus and Motor Services, Ltd., which started with such a flourish of trumpets in 1926 made a loss for the year ended September 30 last of £23,214 with the result that the £1 shares have dropped to about eight shillings.

(c.)—The Third Avenue Railway of New York is a large transportation undertaking which operates both tramways and motor buses. The following paragraph relating to the operation of this Company for the year 1929 is taken from an American Technical Journal. Receipts of the Third Avenue Railway, New York, from bus operation are between \$85,000 and \$90,000 a day. These bus receipts are not included in the receipts of the railway system, only the net from bus operation appearing in the income statement. During the past year there were extraordinary expenses due to the installation of new lines and equipment. The buses are being depreciated on the basis of a five-year life which takes care of the equipment notes issued for a larger part of the buses. Under these conditions, the bus operation showed a deficit of \$237,775 for the year.

#### "The Railless Trolley System."

(d.)—The Institute of Transport recently awarded its coveted Graduate Silver Medal to a Mr. A. Jackson of Nottingham for his paper, "The Railless Trolley System. Its Spheres." The last paragraph of that paper is as follows:—

"For pioneer work, and operation over light traffic routes with relatively few stops; connecting main thoroughfares, also for operation generally where the traffic demand necessitates the provision of less than 400 passenger seats per hour in one direction the motor bus is unsuitable; its adoption for such services all over the country is a convincing proof. Where traffic warrants a service giving between 400 and 1,000 passenger seats per hour in one direction, with a corresponding increase in the number of passenger stops per mile, and particularly over routes containing severe gradients there appears to be sound reasons for seriously considering the adoption of railless trolley vehicles. Routes requiring services giving over 1,000 passenger seats per hour in one direction would seem to be the realm of the tram-car running on double track, and expressions made recently by eminent authorities on the subject of road passenger transport indicate that the high value of the tram-car in dealing safely and economically with heavy traffic demands is being more widely recognised."

Between the Western Market and Percival Street (Wanchai) we provide an average of about 2,500 passenger seats per hour in each direction.

#### Kai Tack Motor 'Bus Co.

At this meeting last year I reported that your Company as from January 1, 1929, had assumed control of the Kai Tack Motor 'Bus Co. (1929), Ltd., operating in Kowloon. The capital of that Company has passed into the ownership of the Tramway Company and your Directors now constitute the Board of the Kai Tack Company. As regards the operation of this business since the advent of our control I could say that receipts have not proved as satisfactory as expected. This, however, is mainly due to the fares on our route No. 4 (Kowloon City-Yaumat Ferry) being too low and although your Board will refrain as long as possible from increasing fares such a course—in the case of the route referred to—may become necessary. A new route (No. 5) has been opened and in the summer months—we are called upon to provide a service between Star Ferry and Tai Wan Beach.

#### Purchase of New Buses.

For the service of these additional areas eight new buses were purchased during the course of the year. Including the former 18 passenger vehicles the Company now has a total of 24 (Dennis) motor buses. Depreciation provided against motor buses, especially in the case of the old fleet, has been a heavy item of charge in the accounts; and, in addition to certain interests costs incurred in financing the new expenditure, has absorbed the surplus earned on working. There is accordingly no return from this source for 1929. Although the results for this first year of our Kai Tack operation are disappointing, I feel able to say that given continued development of our routes the prospects of this investment are not discouraging.

I have been asked to make a statement concerning current rumours as to the acquisition by this Company of the Hong Kong Hotel Motor Garage business. Preliminary negotiations with such an acquisition in view commenced a few days ago and it is proposed—at an early date—to take the opportunity of placing before shareholders a full statement of the position and to consider certain proposals.

#### The Balance Sheet.

Turning to the balance sheet and accounts before the meeting. A new head—Motor Transport Investments—appears in the statement of assets set out in the balance sheet. This takes the place of the former item "Motor Bus Account" and includes the investments in the Kai Tack Company previously referred to.

"With the exception of this item the accounts are presented in their usual form. Traffic earnings, amounting to \$1,596,251.30 show a decline of \$208,704.53 from the figure for the previous year and this, due largely to motor bus competition, I have already mentioned.

Including the item of interest and investments return in the profit and loss account the total income for the year amounts to \$1,834,301.72 against \$1,955,914.34 for 1928. On the other hand, the working expenses give favourable comparisons with last year and after charging \$145,588 for depreciation and providing the Government Royalty of \$37,992.44 net profit amounts to \$731,763.53. This is \$238,176.77 less than for 1928.

Deducting \$325,000 for the Interim Dividend paid in August last and \$68,000 written off Goodwill and Construction Expenses there remains a sum of \$338,763.53. Making a total of \$1 per share for the year, your Directors now recommend the declaration of a final dividend of 50 cents per share absorbing \$325,000 and carrying forward the balance to next year.

Including the amount of \$245,789.17 brought forward from last year this gives an additional sum of \$13,763.53—that is, a total of \$259,552.75—unappropriated profit carried to next account.

There is nothing else, I think, calling for separate mention and I beg to propose:—

"That the Report of the Directors and Statement of Accounts as presented for the year ended December 31, 1929, be adopted and that a final dividend of 50 cents per share for the year 1929 be hereby sanctioned."

When this resolution has been seconded I shall be glad to answer to the best of my ability any questions that shareholders may wish to ask.

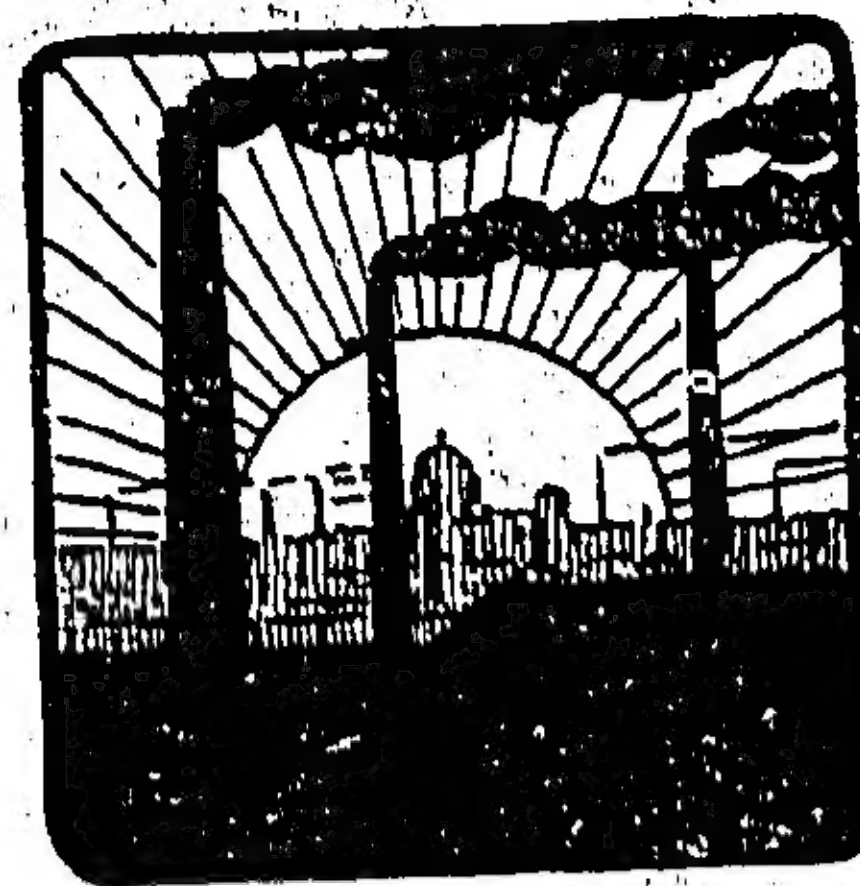
#### MR. AUSTIN'S BELIEF IN "TRAMS AND BUSES."

In seconding the resolution Mr. Frank Austin said:—

I rise to second the adoption of the report and accounts. Although the first year's working of our motor buses has not been financially successful, I am a strong believer in the policy of acquiring and running services of motor buses both on the Island and in Kowloon. In Victoria the Company is in a particularly good position to combine the running of motor buses with its tramway services and I feel the policy of the Board in negotiating with the Hotel Company for the purchase of its motor buses and franchise should be endorsed by shareholders, provided this can be effected at a reasonable price. Also I trust that

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No. 54, NATHAN ROAD,  
KOWLOON.  
TEL. K. 155.

this may be done without the Tramway Company being saddled with the Hotel Company's garages, hire service cars and organisation as agents for various makes of motor-cars.

The Tramway Company has behind it a record of good service to the public, and I feel sure the Government will have every confidence that in giving enlarged powers to the Tramway Company, these will be exercised in the best interests of the community.

I now formally beg to second the resolution "that the report of the Directors and statement of accounts for the year ended December 31, 1929, be adopted as presented, and that a final dividend of 50 cents per share for the year 1929 be hereby sanctioned."

The motion was carried unanimously.

#### OTHER BUSINESS.

The appointment of Mr. Chiao Po Sien as a Director in June last was confirmed, and the retiring Directors Mr. A. H. Compton and Mr. J. E. Joseph were re-elected on the motion of Mr. Stuart Smith and Mr. J. Wright, junior. On the proposition of Mr. F. H. Crapnell, Messrs. Lowe, Bingham & Matthews were re-elected auditors.

#### HARBOUR COLLISION.

JAPANESE STEAMER AND JUNK INVOLVED.

A collision in which a Japanese coal-steamer and a trading junk were involved, occurred shortly after 6 p.m. on Monday evening off Wanchai.

According to Cheung Chung Koi, the accountant of the trading junk, T424H, the junk was being towed by the steam launch Kwang Yick, owned by the Hing Kee Steam Launch Company, when the steamer collided with her. The name of the Japanese vessel is unknown.

As a result of the collision, damage to the extent of some \$3,000 has been caused to the junk. Fortunately the cargo of rice which was being carried by the junk did not suffer.

## CORRESPONDENCE.

HEAVEN AND HELL.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I wish to thank you for the entertaining account of the Cathedral address and subsequent discussion regarding the nature of heaven, hell, and purgatory.

Unfortunately, it leaves me more bewildered than ever instead of feeling enlightened. That is not the fault of your reporter, but the inevitable result of discussion of a subject about which we can know nothing, though we may believe anything.

The Rev. G. K. Carpenter takes a very kindly view of the future. The idea of eternal punishment must be banished from our minds. I am with him on this point, with the further comment that such an idea should never have been allowed to enter our heads, but the Bible is largely responsible for that.

Purgatory, too, is apparently a state of mind, and not the horrible place described in such detail by such holy men as St. Augustine and St. Thomas. Obviously they knew no more about the subject than we do.

But just where do we stand in regard to heaven? I cannot follow Mr. Carpenter's reasoning at all. Bible accounts are described as allegorical. Very good—but what then? I have tried to picture Mr. Carpenter's idea of heaven, but find it impossible to do so.

The question of "place" does not matter, yet it must be a place, for spirits are going to wander about there continuing the good work they have been doing on earth. Engineers are included! A mother could be in heaven and a son in hell and yet they might be together! Things corresponding to our present social pleasures will be provided in heaven! This sounds more like Conan Doyle than anything else—where is Mr. Carpenter's authority for these interesting forecasts?—Yours, etc.

CURIOUS.

Hong Kong, March 17.



## INQUIRY INTO KENNEDY TOWN FIRE FATALITIES.

FOKI TELLS OF A CHATTY, SOME EMBERS AND A PAN OF WAX.

### SURVIVORS' DASH DOWN BURNING STAIRCASE.

The fire at Kennedy Town in the early hours of March 12, which resulted in the loss of three lives, formed the subject of an inquiry conducted by Mr. R. E. Lindsell at Central Magistracy yesterday. Evidence was taken and the hearing adjourned for a week.

Addressing the jury at the outset, the Coroner said that the object of the inquest was to investigate the circumstances of the death of a Chinese female named Ng Chan, who, together with two children, lost their lives as a result of a fire at No. 12, Smithfield, on March 12. The evidence, said the Coroner, would make it quite clear that the woman and several children jumped from a back window of an upper floor of that house.

#### "WAS ANYONE CRIMINALLY RESPONSIBLE?"

"It will be in your province," said the Coroner to the jury, "to determine whether any person was criminally responsible for their deaths and I will explain to you in due course how such criminal responsibility may arise."

Continuing, Mr. Lindsell said that the jury might also decide if any person should be censured, and they were quite free to such recommendation as might seem to be due in connection with the building in which the fire occurred.

### VICTIM'S FATAL SEARCH FOR A STRAP.

Giving evidence, Dr. A. Cannon stated that on March 12, he conducted a post-mortem examination on a Chinese woman of about 29 years of age, who was identified as Ng Chan. The cause of death, said witness, was primarily multiple injuries and the secondary cause was shock and internal haemorrhage. The injuries were consistent with the deceased having jumped or fallen from a considerable height.

Ng Lik, a foki of the Tai Lee joss paper shop which occupied the ground floor of 12, Smithfield, said that he had been employed by the shop for the last four years and as far as he knew, business had been fairly brisk.

In answer to the Coroner, he said that on March 11, paper goods and wax candles were made in the shop. The foki (three in number) went to bed at about 10 p.m. In order to make wax candles, a charcoal fire was necessary, and a big chatty was used on the premises. When they went to bed that night there were still some burning embers in the chatty but witness added that was the general practice of shops where wax candles were made.

Asked how long it would take for the embers to burn out, witness said that they might smoulder all through the night but he felt certain they would be out by day-light.

#### A Bed Awakened!

The master of the shop, said witness, slept at the back of the shop, beyond the yard. His family also stayed on the premises. During the night, witness was aroused by the heat shortly after 1 a.m. When he got up he saw flames burning furiously almost at the head of his bed near the back of the shop.

The witness immediately ran out of the shop, without even troubling to put on his clothes. The fire, in witness's opinion, was too furious at that time for him to make any attempt to fight it. There was no fire extinguisher on the premises. All the foki, said witness, escaped safely.

At one side of the shop there was a staircase to the upper floors. This staircase was separated from the shop by a partition which was not burning at the time witness left the shop. Asked how long it took the flames to reach this partition, witness said that he could not say because after he left the shop, he ran away and returned about fifteen minutes later. He then noticed that the staircase was on fire. By that time the Fire Brigade had arrived.

#### A Leaky Pan of Wax?

The Coroner: Are you able to form any opinion as to the cause of the fire?

Witness: I can hardly understand how the fire started, but I presume, it might have originated from the chatty. The chatty, however, had an iron sheeting over it.

Could the embers have fallen out of the side?—No.

If the embers could not fall out, why do you say the chatty might have caused the fire?—Over the chatty there was a pan containing liquid wax.

Do you think that might have boiled over?—No, there was only a small quantity.

Why did you mention it then?—The pan may have been leaky.

Was the pan in fact leaky?—I am not sure if it was. It was an old pan and in course of time it might have become leaky. It was used during the day, but was not leaking then.

You are quite clear that no embers could have fallen out of the chatty?—That is quite clear.

#### Shop Proprietor's Story.

Lee Kwong, master of the Tai Lee shop, was then called. He said he occupied the back part of the shop, beyond the yard. Replying to the Coroner, witness said that there was a chatty in the shop used in the manufacturing of candles on the night of the fire. Before he went to sleep at about 10 p.m. he saw the fire in the chatty smothered with the ashes taken out from under the chatty. That procedure, witness explained, was nightly carried out. When he was aroused at 1.30 a.m. by the blowing of whistles he found the shop in flames. He was quite helpless and made no attempt to combat the fire. He helped his wife to get their four children out of the premises. They escaped through the back door into the lane. In answer to His Worship, witness replied that he did not see anyone jumping off the upper floors. He had been conducting a profitable business at the premises for the past four years.

The Coroner: "Can you advance any theory as to how the fire started?"

Witness: Probably it originated from the chatty. Possibly some of the burning charcoal might have exploded and sent out sparks.

At this stage the jury enquired what amount of stock there was in the premises at the time of the fire. The master said that there was the usual amount of stock in the shop, worth about \$2,500. Witness also told His Worship that the stock was insured for \$2,500 and furniture and fittings for \$500. He had been to the office of the Insurance Company on Tuesday and the latter had agreed to pay him in full, less \$100 for depreciation of furniture and fittings.

#### Family's Narrow Escape.

Chan Kam Kuk, a married woman and principal tenant of 12, Smithfield, second floor, back portion, was the next witness. She said that the second floor premises were divided into two sections by an air-shaft. The two portions were connected by a bridge. The staircase from the first floor led to the front portion near the air shaft. She lived in the verandah of the back portion and at 1.30 a.m. on the night of the fire she was feeding her baby. She heard a police whistle blown and looking down into the air shaft saw flames shooting out from a ground floor window. She at once raised an alarm and soon after together with her husband and two children, who were carried by the staircase, which although burning was negotiable.

His Worship asked whether witness had seen deceased or her children when the alarm was given. Witness said deceased was searching for a strap to tie her baby to her back. Witness told her that she was wasting time but deceased continued looking for the strap.

#### Child Turns Back in Fear.

Tse Shu, a street coolie, said he lived in the back portion of the 2nd floor, 12, Smithfield, with his wife and three children.

They were aroused by the blowing of police whistles at about 1.30 a.m. and realised that the ground floor was on fire. Witness and his wife each carried one of the younger children and ran down the stairs into the street. The eldest daughter followed them down the staircase but finding it in flames had not the courage to pass through. She ran up the steps and was not seen again by witness until later at the hospital. Witness told His Worship that he had not seen Ng Chan, deceased, or her children that night.

(Continued at foot of next column.)

## BIG FIRE AT YAUMATI.

MOTHER GIVES LIFE FOR HER SON.

FINE WORK BY THE FIRE BRIGADE.

Another serious fire, unfortunately accompanied by the loss of two lives, a Chinese woman of 40 and her 9-year-old son, occurred in 190, Shanghai Street, Yaumati, in the early hours of yesterday morning.

As in the Kennedy Road fire, the outbreak started in a joss paper and cracker shop, with two stories of tenements above. The flames spread rapidly, but the alarm was very efficiently given by Mr. Li Cheung Ling, a Police Reservist, living on the first floor, and it was hoped that everyone had escaped.

The fire broke out shortly after 3 a.m., but it was not till 3.50 that the Kowloon Fire Brigade received the call and three appliances were sent to the scene. Mr. G. Saunders and Mr. Woodland being in charge. At the same time Supt. Brooks was informed and in a short time he was on the scene, with a number of Central Station firemen. The fire boat was also brought into action on Mr. Brooks's instructions.

By the time the Brigade were in action the flames had got a firm hold and it became a question as to whether the block could be saved, the jets being directed with this object.

#### Rescue From the Roof.

Work had been in progress for some time when the horrified crowd saw a woman and two children, standing on the roof, cut off by the flames. They could only be got at, so fierce were the flames on three sides, from a narrow scavenging lane. Here a 35-foot telescopic ladder was brought into play, but it just failed to reach the coping, and the woman was too terrified to make use of it.

Sub-Officer Wolland and a small rescue party then made their way to the roof, and lowered the woman by means of a Davy fire escape—a pulley block, with steel wire and "baskets." The operation was a tricky one, and had to be helped by a constant play of water against the part of the building from which the woman was lowered. Her weight was "taken" by the firemen, who found nothing to which the block could be attached.

Fortunately one of the firemen discovered an avenue of escape, by the front verandah into the adjoining building. This was used by the intrepid party of the roof, who took the two children with them that way.

The fire fighting lasted for about an hour, No. 196, where the blaze started, being burnt out, while No. 198, also suffered severely and Nos. 192 and 194 to a lesser extent.

#### Mother and Son Killed.

It was when the flames had been quenched that the tragedy was discovered. Station Officer Saunders finding the badly burnt bodies of a Chinese woman and her son. It appears that the woman escaped from the building, but dashed back to rescue her son, and found her escape cut off.

### FLYING ROUND THE WORLD.

MR. BLACK DUE TO-DAY.

Information was received in Hong Kong yesterday afternoon by the Standard Oil Company from its Haiphong office, that Mr. Van Lear Black (who left London recently on a world flight) expects to "hoor off" from Hanoi to-day, and to arrive in Hong Kong at 2 p.m. this afternoon.

By the courtesy of the Commanding Officer and Staff of the R.A.F., Kai Tak, a large white canvas "net" will be displayed on the aerodrome for Mr. Van Lear Black's guidance, and, should the weather be bad, the R.A.F. will very kindly send up aircraft to guide the visitor.

Mr. James A. Fitzpatrick, a famous picture-producer of the Fitzpatrick Studios, New York, will arrive in Hong Kong on the Columbia bus this morning, and will be present at the landing to take a "Movie Tone" of the landing.

Lee Sin, husband of Ng Chan, said he was a coolie employed by the Yee Lee firm at 40, Eastern Street, where he usually slept. His wife and two children occupied a bed space at 12, Smithfield, second floor. He had no knowledge of the fire until 8.30 a.m. in the following morning. He immediately went to No. 7 Police Station and was subsequently taken to the Mortuary where he identified the bodies of his wife and younger son.

The Police stated that Tse Choi Shum, the 12-year-old daughter of Tse Shu who sustained injuries in jumping off the second floor, would probably leave the hospital in a week's time. The Coroner remarked that as this witness' evidence is of some importance, adjourned the case until 2.15 next Tuesday.

## MR. PATTENDEN.

RETIRING AFTER 30 YEARS IN COLONY.

QUIET, UNOBTRUSIVE AND EFFECTUAL WORK.

There are a large number of people in Hong Kong who will greatly miss Mr. W. L. Pattenden, the *taipan* of Loxley's, who left yesterday, on retirement, by the s.s. Aeneas for Home. Mr. Pattenden has been resident in the Colony for thirty years, and throughout that period he has devoted time and a keen interest to many worthy local causes. He has been first, perhaps, a true pillar of the church, and a glowing tribute to his work on behalf of St. John's Cathedral was given at the farewell reception, held in the Cathedral Hall last week. Besides this he has been a member of the Committee of the Diocesan Boys' School since 1911, a member of the Council of St. Stephen's College for many years, and has given great service on the Board of the European Y.M.C.A. and as Chairman of the Naval and Military Y.M.C.A. He was also a valued member of the Court of the University of Hong Kong, and has been for some years a member of the Licensing Board.

Mr. Pattenden joined Messrs. Allen Bros., East India merchants, of London in 1883, and left them to come to the Far East at the end of 1883, arriving in Hong Kong on February 3, 1900, as an assistant to Messrs. Gilman & Company, of which firm he became a partner in 1911.

In 1919, he severed his connection with Messrs. Gilman, shortly after the business changed hands, and joined Messrs. W. R. Loxley & Co., as General Manager. That position he has held ever since.

During his residence in the Colony, Mr. Pattenden has served as a Director of the Hong Kong & Shanghai Banking Corporation, the Union Insurance Society of Canton, Ltd., and Humphreys Estate & Finance Co., Ltd., his wide experience in business matters being of much value to these concerns. Mr. Pattenden, in all his manifold activities, has worked in a quiet, unobtrusive and thoroughly effectual way, and he will be remembered affectionately by all who served with him in his various capacities, and also by a large circle of personal friends. We wish him many years of happiness and prosperity in England.

## SANITARY BOARD MEETING.

NEW REPRESENTATIVE FOR THE MILITARY.

A meeting of the Sanitary Board took place yesterday afternoon, but the business was of a routine character. The Hon. Mr. H. T. Creasy, C.B.E., took the chair in the absence of Mr. G. R. Sayer. Others present were Hon. Mr. J. P. Bragg, Mr. M. K. Lo, Mr. T. N. Chan, Dr. W. V. M. Koch, Mr. Wong Kwong Tin, Dr. G. W. Pope, Lieutenant-Colonel C. D. Myles, O.B.E., and Mr. J. J. Watson, secretary.

The Chairman stated that he was very pleased, on behalf of the board, to welcome Col. Myles who becomes a member vice Major D. G. Cheyne, O.B.E., M.C. of the R.A.M.C.

## TWO SHIP MASTERS FINED.

OVERLOADING RIVER STEAMERS.

Two masters of river steamers were each fined \$250, with the alternative of three months' imprisonment, when they pleaded guilty before the Marine Magistrate yesterday to allowing their respective vessels to be overloaded.

The first case concerned Capt. B. Thomson of the s.s. Lungshan who was represented by Mr. H. C. Macnamara. The defending solicitor read out part of the ship's log to the magistrate, which showed that the master did all he could to take the ship above the Plimsoll mark, after it had been pointed out to him that the line was submerged some three inches.

After hearing further evidence, the Magistrate said that he always regarded such offences very seriously, and imposed a fine as stated above.

In the other case, Mr. E. S. C. Brooks appeared for Capt. Gillespie and Mr. Chung Cheong Sze, master and owner respectively, of the s.s. On Lee.

On Mr. Brooks' pleading guilty on behalf of the master, the summons against the owner was automatically dismissed.

After hearing evidence, the magistrate told Mr. Brooks that he could take no excuses, adding that if a master of a ship allowed his vessel to be overloaded in Home waters, the maximum penalty would always be inflicted.

## NO NEED FOR A TOPEE.

VIRTUES AND LIMITATIONS OF AMAHS.

MRS. DOVEY'S LECTURE ON CHILD WELFARE.

Mrs. Dovey, one of the Colony's medical officers, who gave a most interesting and instructive lecture at the Helena May Institute yesterday on "Child Welfare in the Tropics," began by saying that there were few problems of everyday life which evoked such sweeping assertions and so much contradictory advice, from all sorts of people, as the vexed problem of the upbringing of children.

After dealing clearly and fully with pre-natal care, and the factors in an infant's first months of life, the speaker went on to the subject of clothing for a small baby. The less the better in summer in Hong Kong, was her opinion. In the day time a napkin and a vest sufficed; at night a light binder of aether or, thin flannel; and a long night gown, which could be tied up like a bag some 8 inches below the infant's feet, should be added.

Bathing and feeding the baby were next dealt with and the importance of breast feeding in the tropics stressed.

Mrs. Dovey then gave some facts about vitamins and their peculiar value in the tropics, though uttering a warning about the dangers of uncooked fruit and vegetables.

#### The Problem of Amahs.

Dealing with the problem of amahs, the speaker said that a great deal of nonsense was talked on this subject. The amah should be strong, healthy and cheerful, and though it was not always easy to find a really good baby amah they were obtainable. "From no-one," she said, "will the good mistress receive better service than from a Chinese amah." The amah, if she was good, might be trusted to wash and dress the child, and to prepare its bottle, but the task of thinking and planning of discipline and good behaviour was the mother's job, and could not be left to the amah.

Provided the mother only allowed the amah to do what it was in her power to do she made an excellent nurse, but there were things which were beyond the province of an uneducated woman. The importance of forbidding the children access to the kitchen and servants' quarters was impressed by the speaker. There were grave reasons for this, and mothers should pay special attention to this matter.

#### Topees Are Not Necessary.

Finally Mrs. Dovey dealt with the questions of sun stroke and topees. The word "sun stroke," she said, was wrong. There were two terms, "heat stroke" and "light stroke" which should be used. Heat stroke could be a real danger owing to the burning of the skin but it could only be got through long exposure to the sun which would be painful. Light stroke could be got through the eyes, but could be avoided by wearing a hat with a green lining. There was little danger she thought in encouraging children to run about naked in the sun for short periods, provided a hat with a green lining was used. Sunbaths, she believed, were good, and might be started when the baby was still young. A few minutes sunning on a verandah would do to begin with, later 15 to 20 minutes would be enough. The results should be carefully watched and the time regulated accordingly.

Mrs. Southern, who was in the chair, thanked Mrs. Dovey for her excellent and illuminating lecture, which was, she said, "full of robust common-sense."

## HEALTH OF THE COLONY.

FEWER SMALL-POX CASES LAST WEEK.

The Medical Officer's return of cases of notifiable disease which occurred in the Colony during last week gives the following figures:—Typhoid 6 (1 non-Chinese); death 1.

Small-pox 12; deaths 6. Diphtheria 2 (1 non-Chinese); death 1. Meningitis 1.

There were also 4 deaths from malaria and 60 from tuberculosis last week.

The following cases were notified on Monday:—Small-pox 3, diphtheria 1, meningitis 1.

## ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 11 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

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## NAVAL LIMITATION.

BRITAIN LEADS THE WAY.  
DISCUSSION ON NAVY  
ESTIMATES.

[THROUGH REUTER'S AGENCY.]

LONDON, March 17. The First Sea Lord, Mr. A. V. Alexander, introducing the Navy estimates, said that the reduction inadequately expressed the magnitude of the Admiralty's efforts towards economy. No other Power had voluntarily made such reduction. His Majesty's Government noted with greatest satisfaction that in the general world outlook, there was justification for a further slowing down of the rate of naval construction.

Our expenditure must be in relation to our future needs, which could not be ascertained until the results of the Naval Conference were announced. He deprecated the public discussion of conference questions, and to-day hoped that the feelings of pessimism in that connection would prove unfounded.

## Singapore Base.

Referring to the Singapore base, Mr. Alexander said that considerable slowing down of the work had been found possible without prejudicing the ultimate decision.

Otherwise the net expenditure for 1930, after allowing for contributions from the Dominions and from Colonial sources, would have been three times that of 1929. The final decision as to the future of the base would be taken as soon as possible after the Naval Conference, and after consulting the Overseas Governments.

## Commons Debate.

LATER. In the House of Commons it was agreed that the votes for the personnel of the Navy and some other items, apart from the assessments of the Naval Conference, were doomed to failure.

The speakers in the debate on the naval estimates refrained from raising conference problems.

Mr. Churchill, on behalf of the Conservatives, reserved complete liberty in re-examining the position later.

Mr. Alexander, replying to criticism, said that the Government would take no steps as regards naval policy without a full consultation with the experts.

## JAPAN-AMERICAN AGREEMENT.

## CONFLICTING REPORTS IN TOKYO.

[THROUGH REUTER'S AGENCY.]

TOKYO, March 17. While officials continue to be extremely reticent regarding the prospects of Japan's acceptance of the latest terms proposed in the Japan-American agreement, the circulation of conflicting reports appear to indicate a strong difference of opinion between the Navy Office and the Foreign Office in spite of recent official assertions to the contrary.

A semi-official statement emanating from the Navy Office takes strong exception to the proposed strength of both the right- and left-rudder submarines. It asserts that "the Navy by no means accepts such a proposal."

Enquiries in official sources, however, have brought forth a flat denial that this represents anything more than the personal view of certain officers.

## HATRY'S APPEAL.

## SENTENCE CONFIRMED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 17. The Court of Criminal Appeal has refused leave to Clarence Hatry to appeal against the sentence of 14 years' penal servitude passed upon him by Mr. Justice Avey.

Lord Hewart, who presided, said the Court endorsed the Judge's opinion that the frauds of which Hatry was convicted were the most appalling that had ever disgraced the commercial reputation of this country. They considered the sentence not a day too long.

Sentence will begin as from to-day. Hatry was convicted on January 25.

## INTERNATIONAL COTTON FEDERATION.

[THROUGH REUTER'S AGENCY.]

PARIS, March 17. The Committee of the International Federation of Master Cotton Spinners and Manufacturers Associations, meeting in Paris to-day, confined its discussion mainly to the resolution of the Barcelona Cotton Congress as regards the establishment of national cotton propaganda committees in each affiliated country.

The Secretary-General, Mr. Arno Pearce, has resigned after 25 years' service, in order to take up an important appointment in Egypt. His son, Mr. Norman Pearce, has been appointed his successor.

## BRITISH SUBJECTS IN CHINA.

## QUESTIONS IN COMMONS.

## WITHDRAWAL OF REGIMENT FROM TIENSIN.

[THROUGH REUTER'S AGENCY.]

LONDON, March 17. In the House of Commons at question time Mr. A. A. Somerville asked whether Mr. Henderson was satisfied that the safety of British subjects was assured at all the Treaty Ports of China.

Mr. Henderson replied that he had received the text of the resolution passed at a meeting of British subjects at Tientsin, stating that the withdrawal of the British battalion from the town was inopportune at the present time.

Mr. Henderson stated that one battalion was still stationed at Tientsin and would be kept there for the time being. The strength of the British military forces in China was in accordance with the recommendations of the military advisers.

## JAPAN AND INDIAN TARIFFS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 17. In the House of Commons, at question-time, Mr. Arthur Henderson, the Foreign Secretary, stated that the Government had received a communication from the Japanese Government complaining at the discriminatory effects of the proposed Indian cotton duties on Japanese goods.

Mr. Henderson added that the Government of India must necessarily be consulted before a reply to Japan could be made.

## COALMINES BILL.

## ANOTHER DIVISION TO-DAY.

[BRITISH WIRELESS SERVICE.]

RUSSIA, March 18. Another critical division on the Coal Mines Bill will be taken in the House of Commons on Thursday, when the Government hope to complete the Committee stage of the measure.

An amendment has been tabled by the Conservative and Liberal members for the deletion of the provision to empower owners to fix minimum prices for coal products in any district to which the scheme applies.

It is anticipated by the Press that probably thirty-five members of the Liberal Party will vote in favour of the amendment but that dissent by Liberals may be sufficient to ensure the passage of the clause. It is considered unlikely any Liberals will vote with the Government. The party is holding a meeting to-night to define its attitude.

## U.S. CONGRESS BUSY.

## CHINESE ANTIMONY.

[UNITED PRESS.]

WASHINGTON, March 12.—The Senate to-day maintained the present tariff rate on antimony and rejected the Oddie Amendment of a four cent flat rate.

Senator T. L. Oddie, who is from Nevada, declared that a low rate or sliding scale would strengthen the Chinese monopoly on antimony. The Senate adopted a Bill appropriating \$81,000,000 for the Federal Farm Board, in order that this organ may have it as a weapon to stabilize prices of grain.

More Funds for Naval Conference. The same Bill includes \$150,000 for expenses of the American delegation to the London Five-Power Naval Limitation Conference. Opponents of the Administration had contemplated using the threat of withholding of funds as a means of wringing concessions, but it was apparently decided that this would be inadvisable.

An appropriation of \$12,000,000 for river and harbour works was also passed.

## Cuban Sugar Dispute.

LATER. The Senate to-day entered unanimous consent to an agreement for a vote on Thursday to reconsider the question of the tariff on Cuban sugar.

Senator John J. Blaine of Wisconsin at first objected, requesting time to summon Mr. Deber Grant, president of the Utah-Idaho Sugar Co. and other Utah companies and corporations and First President of the Mormon church, for questioning with reference to charges that Mr. Grant was present in Washington when the former vote was taken.

It has been alleged that Mr. Grant attempted to influence members of the Senate in favour of a high tariff on Cuban sugar to protect domestic beet sugar largely produced in Utah.

Senator Reed Smoot of Utah attempted to obtain a reconsideration vote to-day.

## GANDHI'S MARCH.

## SMALL-POX AMONG FOLLOWERS.

## HOW CAN WE GO HOME NOW?

[THROUGH REUTER'S AGENCY.]

ANAND, Bombay, March 17. One of Gandhi's volunteers has contracted small-pox, and Gandhi has directed him to stay here "and not to return to Ahmedabad, whatever happens."

Another sought permission to go home to Baroda, and promised to be back in the evening. "How can we go home now?" demanded Gandhi, refusing permission.

The headman and seven village tax assessors have resigned.

## Police Precautions.

BOMBAY, March 19. In addition to the small-pox case which was left behind at Anand, there are now three casualties among Gandhi's volunteers who are all accompanying the party by pony-carriage.

Gandhi and his followers arrived at Napa in the morning on their way to Borad. In the evening there were elaborate police precautions at Borad which is the district in which Vallabhai Patel was arrested.

## Mayor of Calcutta on Trail.

RANGOON, March 19. The trial of Sen Gupta on a charge of sedition has been opened. Sen Gupta refused to answer questions or to be released on bail.

## WORLD TOUR BY SHANGHAI MOTORIST.

[THROUGH REUTER'S AGENCY.]

LONDON, March 17. Mr. Allen Isaacson, who started out from Shanghai in March, 1929, on a honeymoon motor tour of the world, has arrived in London. In the course of the tour, he got mixed up in two revolutions in China and one in Afghanistan.

## FRENCH REVENUE INCREASES.

[THROUGH REUTER'S AGENCY.]

PARIS, March 17. The revenue returns for the month of February totalled Frs. 2,994,000,000, showing an increase of Frs. 300,000,000 as compared with the Budget forecast, and Frs. 160,000,000 as compared with February of last year.

## AMERICA'S EXCESSIVE WHEAT.

## WARNING TO REDUCE ACREAGE.

[UNITED PRESS.]

WASHINGTON, Mar. 11.—An ultimatum was issued to-day by Alexander Legge, chairman of the newly created Federal Farm Board, ordering the wheat growers of the United States to cut their acreage by 10 per cent.

Otherwise, he warned them, they would "go broke" through overproduction of wheat. Mr. Legge declared that the United States cannot hope to compete in the foreign wheat market because of high production costs and transportation charges added.

## LATER.

Senator Gerald P. Nye, a Republican, issued a statement to-day through the Democratic National Committee predicting that the Republican party would speedily find itself in a situation such as it was in 1912.

He asserted that there existed an "unholy alliance," engineered by astute high tariff lords like Grundy of Pennsylvania, which sought tariff rates that would put \$10 in new burdens on the farmer for every dollar put in his pocket. Senator Nye, who comes from North Dakota, is classed among the Western Insurgents, declared that there were "clashed cards" at work among the Senators and, bringing about high tariffs on sugar, cement, lumber and oil, all at the expense of the farmer.

## JURY CHOSEN TO TRY DOHENY.

## TEAPOT DOME OIL SCANDAL AGAIN.

[UNITED PRESS.]

WASHINGTON, March 12.—A jury was selected to-day to try the oil magnate, Edward L. Doheny on a charge of bribing the former Secretary of the Interior, Albert Fall, to obtain valuable oil lease concessions.

This trial results from the success of the prosecution in convicting Mr. Fall on a charge of accepting such a bribe, some months ago. The Fall case is on appeal, following imposition of sentence of imprisonment and fine.

Mr. Doheny is linked with the famed "little black bag" episode when \$50,000 was sent to the Secretary as a loan, according to the Doheny-Fall contention, but as a bribe in the view of the jury which tried Mr. Fall.

## KWANGSI CAMPAIGN.

## BIG BATTLE ON WEST RIVER.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 18.

A fierce battle is reported to be raging in the Taughien district in the upper parts of the West River not very far from Wuchow. No further details are available, except that Pei Chung Hsi is in command of the Kwangsi troops.

Big defensive measures are being taken in Wuchow which is at present defended by troops of the 6th Military Route and a detachment of garrison troops sent from Canton. The city is quiet, but has all the appearances of an armed camp.

## JUNK EXPLOSION IN CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 18.

One man was killed and three persons were slightly injured in an explosion in a Koming junk shortly after midnight yesterday off the West Bund. The explosion was the work of bandits as a reprisal to the refusal of the junk-master to pay the "protection fees." The junk has been for years on the Canton-Koming run, and has never been pirated. It had on several occasions encountered pirates, but always managed to beat them off. Recently the pirates sent to the junk-master a letter, threatening to blow up the ship unless their demands were complied with; but the master ignored the letter.

## TROOPS MUTINY AT BIAS BAY.

## WIRELESS STATION DESTROYED.

(Wah Tsi Yat Pao.)

According to a brief report from Canton, the Cantonese troops, quartered at Bias Bay, mutinied on Friday and destroyed the wireless station in Pinghai, in which district, Bias Bay is situated. No official report has been received by the Canton authorities in this regard due to the interruption of telegraphic communication between Pinghai and Canton.

It appears that on Saturday, a Chinese gunboat, the Kwang Kam, while on patrolling duty arrived at the Bay and the captain of the gunboat was told that the garrison troops on the Bias Bay were in revolt. He reported the occurrence to the Canton Government on Sunday when the gunboat arrived in the City. The Naval Headquarters were ordered to dispatch at once three gunboats, the Mofung, Kwang Kam and Man Sang, with a battalion of marines and a battalion of the cadets of the Military School in Whampoa to the Bay to deal with the situation.

The cause of the mutiny is not yet revealed. It is understood, however, that the mutineers might have been incited by the Communists. The number of the mutineers is limited being one to two companies. No details are available at present.

## BRITAIN'S INTEREST IN MANCHURIA.

## NEW CONSULAR BUILDING IN HARBIN.

The British Government has decided to appoint a trade representative to North Manchuria, which shows that the Government is alive to the importance of Manchuria and its future possibilities.

It is probable, says the Harbin correspondent of the N. C. Daily News, that the Commercial Attaché will make Harbin his headquarters, for the new British Consulate-General will soon be ready for occupation, and, though from the point of architecture it is nothing pretentious, the building is large enough and occupies a most central position in New Town, the site being excellent and with extended grounds.

It is really time that large and financially strong British engineering firms should pay more attention to North Manchuria, for, with one or two exceptions they are conspicuous by their absence. They are often big contractors offering, for which foreign firms compete, but the orders usually go to Czechoslovak, German, Swiss, French or American firms.

The Skoda Works actually get more than their share of the big engineering orders given, but they have a large staff of engineering experts and tender for every order that is going. Thus it is that this firm is supplying goodly quantities of railway material to the C.E.R., besides getting bridge work and other contracts. It is also building steamers and barges for Chinese steamship companies, and is engaged in supplying the wants of a dozen or more other industrial undertakings.

## IN THE NORTH.

## TELEGRAM WAR CONTINUES.

## MOVE BY FENG YU HSIANG.

[THROUGH REUTER'S AGENCY.]

PEKING, March 18.

A further contribution to circular telegrams has been made by one signed by fifty-three Kuomintang, Shansi and Kwangsi generals headed by Lu Chung Lin, but not signed by Yen Hsi Shan and Feng Yu Hsiang.

This is noteworthy, because after reciting Chiang Kai Shek's "crimes," the telegram definitely announces an expedition against Chiang, and declares that everyone throughout the nation is justified in trying to kill him.

It is confirmed that the Nanking troops have withdrawn from Tainan to the South. Feng Yu Hsiang has moved from Tungkuwa to Shenchow, and his troops are reported to have occupied Loyang, in Honan, while other Kuomintang forces are holding Chengchow.

## AN OPEN BREACH WITH NANKING.

[THROUGH REUTER'S AGENCY.]

PEKING, March 18. Shansi troops to-day occupied the local office of the National Government Commander-in-Chief. They disarmed a dozen guards and also closed the Kuomintang party headquarters. They replaced the National Government employees at the Telegraph and Telephone Administrations with their own nominees, thus making an open breach with Nanking.

## THE SINO-JAPANESE TREATY.

## AGREEMENT INITIALED.

NANKING, March 12.

Mr. A. Shigemitsu, acting Japanese Minister, accompanied by Mr. Yokota, Commercial Attaché, Messrs. Hayashide and Horiuchi, Secretaries to the Legation, and others, arrived here this morning. A conference was held at 10 between Mr. Shigemitsu, Dr. C. T. Wang, and Mr. T. V. Soong. In an interview Mr. Shigemitsu said:—"I am not yet in a position to make public the exact contents of the Agreement reached between China and Japan. But, I can at least state that the Agreement consists of 10 articles and is accompanied by a number of memoranda. I cannot say that it will be satisfactory to everybody, but I can at least state with confidence that it should be sufficiently effective to become a basis for the solution of many pending questions in regard to the customs tariff problem between Japan and China."

## LATER.

The Sino-Japanese Customs Tariff Agreement was initialed here at 6.30 p.m.

It is now learned that the Customs Tariff Agreement consists of five articles and five protocols. A résumé of the agreement is as follows:

- 1.—Recognition of the complete tariff autonomy of China.
- 2.—Japan enjoys the most favourable nation treatment.
- 3.—Recognition of the uniform taxation at the maritime and land frontier Customs.

Further it is stated that such questions as the scope and tariff rate of commercial commodities that will enjoy reciprocal treatment, abolition of *likin* and the similar transit dues and readjustment of loans, are treated in the protocol.

## DANISH ROYALTY IN JAPAN.

## OFFICIAL RECEPTION IN TOKYO.

[THROUGH REUTER'S AGENCY.]

TOKYO, March 18.

The Danish Crown Prince, Prince Knud, and Prince and Princess Axel arrived at Yokohama this morning aboard the Fionia. After a formal welcome, they proceeded by special train to Tokyo, where they were greeted by Baron Shidehara and other distinguished persons in the name of the Emperor.

During their stay in Tokyo, the party will reside at the Kasumigaseki Palace, and will carry out a busy programme of social entertainments beginning this afternoon with a visit to the Emperor and Empress.

## BIG U.S. BANK MERGER.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 17.

It is reported in Wall Street that negotiations for a merger of the Chase National Bank, the Equitable Trust Company and the Inter-State Trust Company, have practically been completed.

If the combine is effected, as seems certain, it will result in the formation of the largest bank in the United States, the total resources being in the region of \$82,500,000.

## "FRIGHTFULNESS" IN WAR.

## ALLEGATIONS AGAINST CHIANG KAI SHEK.

## EXPLOSIVE BULLETS AND POISON-GAS.

We have received the translation of a circular telegram sent out by Mr. Wang Ching Wei regarding explosive bullets and poison-gas said to have been shipped by Nanking to Haiphong, Indo-China, for Yunnan Province. The copy bears the seal of the "Kwangsi Provincial Government" which is responsible for the authenticity of the statements made therein. Regret is expressed that the French Consul-General in Hong Kong had not been informed of the facts when he was recently questioned on this matter, and naturally had to answer that he knew nothing. The French Consul-General has since been informed of the facts. It will be understood, of course, that this statement is an *ex parte* one issued by the Kwangsi clique, which has established a "Government" at Nanning.

## Bombs on Non-Combatants.

The following is the text of the circular telegram sent out by Mr. Wang Ching Wei, Chairman of the Executive Committee, elected by the Second National Congress of the Kuomintang:

"We have received a report from General Wong Shiu Hung, Chairman of the Kwangsi Government, which reads as follows:—

"Chiang Kai Shek, in the hope that Yunnan would send its troops to attack Kwangsi, has caused a shipment of approximately two thousand cases of ammunition, to Haiphong, Indo-China, to be transported to Yunnan from that port. Twenty-eight of those cases contain explosive bullets and substance for the diffusion of poison-gas. A representation has been made through our representative to the Government of Indo-China, in view of the grave nature of this affair which involved the law of nations and the treaties signed at the Hague and at Washington, has decided to publish all the facts and to report them to the League of Nations."

"Chiang Kai Shek, in his desperate greed to create a personal dictatorship, has employed all unscrupulous means to effect this end. He has deliberately stirred up civil war; he has endeavored to annihilate those troops which refused to be his tools; he has massacred our comrades whom he has failed to control; he has brought untold sufferings to innocent people. He has recently despatched aeroplanes to Kwangsi to bomb densely populated and undefended cities, towns and villages, which lie outside the war area. Numberless people who are non-combatants have been killed or wounded and their dwellings destroyed."

"As if unsatisfied by such atrocities, Chiang Kai Shek has now resorted to explosive bullets and poison-gas. The use of explosive bullets is prohibited by the Declaration of St. Petersburg, signed in 1864 by the representatives of seventeen States. The prohibition was reiterated in a declaration adopted in 1899 by the First Hague Conference and in the Regulations of 1899 and 1907 respecting the Laws and Customs of War on Land."

"The employment of poison-gas by the naval and military forces is forbidden by a declaration adopted in the Hague Conference in 1864, and again by a declaration signed at the Hague Conference of 1907. And the prohibition is embodied in the Regulations for War on Land. The Naval Disarmament Conference at Washington adopted in solemn words a resolution forbidding the use of poison-gas. The signatory Powers agreed to be bound by this prohibition and all other civilized nations have been invited to adhere thereto."

"Chiang Kai Shek has thus completely disregarded, in violating those august agreements entered into by almost all the civilized nations, international good-faith and the moral dictates which are common to all mankind. He is therefore not only a criminal offender in China, but a culprit defying the established order of the world."

"To those Conventions and Declarations adopted at the Hague and at Washington, France is signatory. The French authorities have now decided to publish the facts and to report them to the League of Nations. The people of China, though completely deprived of the freedom of speech and Press under the tyrannical rule of Chiang Kai Shek, must nevertheless, in order to uphold their national honour and dignity, oppose him to the uttermost."

"The explosive bullets and the substance for the diffusion of poison-gas which are still held at Haiphong cannot have been manufactured in China. They are likely to have come from some other source. In accordance with the Convention for the Control of the (Continued at foot of next column),

## PASSING OF SPAIN'S DICTATOR.

## FULL HONOURS ACCORDED.

[THROUGH REUTER'S AGENCY.]

MADRID, March 17.

"Let passion be silent and history speak," concludes the Conservative newspaper *Epoca*, one of the strongest opponents of De Rivera's Dictatorship. The phrase sums up the feeling of the country generally.

The Government made a statement regretting the General's death, and pointing out that Primo de Rivera pacified Morocco and reached the highest post in the State. Therefore it recommended to the King that the honours due to a Captain-General be rendered to De Rivera.

## Remains Taken to Madrid.

PARIS, March 17. The body will be placed in a special van of the Pyrenees Express with full pomp and honours, including the band of the Garde Republicaine.

M. Doumergue, the French President, will be represented. The body will be accompanied to Madrid by De Rivera's son and the Spanish Ambassador.

## NEW YORK POLICE METHODS.

## SEVERE CRITICISM.

## CHARGES OF BRUTALITY.

[UNITED PRESS.]

NEW YORK, March 12.

Mr. Norman Thomas, Socialist candidate for the Presidency at the last national election, to-day started a move to oust New York's debonair Police Commissioner, Grover Whalen, because the latter recently sent to their employees the names of 300 New York Communists.

The Commissioner explained that he submitted the names in order that "any move against law and order" on the part of the Communists might be watched. Mr. Thomas charges that such an action amounted to a blacklisting to the people named, since they would be in the position of police suspects, and their chances of retaining respectable employment would naturally be lessened. Blacklisting is illegal under Federal laws.

The case is likely to become a large-scale political issue, since many New Yorkers who are far from being Communists have become aroused over police brutality in manhandling participants in and spectators at public gatherings of late. Mr. Whalen has been placed under attack by a number of important newspapers including the *New York World*, whose reporter, H. Hichman Powell, a recent visitor to the Far East, was struck down by a policeman while he was copying the number of another officer who had just struck a bystander at a demonstration.

Political reasons were responsible for the Whalen appointment by Mayor "Jimmy" Walker, it is charged, and his regime is declared to have been characterised by oppressive measures for publicity purposes while crime has been allowed to run rampant.

## RUBBER FROM "GOLDEN ROD."

## EDISON'S SENSATIONAL DISCOVERY.

[THROUGH REUTER'S AGENCY.]

FORT MYERS, Florida, March 18.

Mr. Thomas Edison, who is devoting his energies to the problem of producing rubber from the Golden Rod plant, told reporters that in another five years the United States will have a utilizable rubber crop.

Mr. Edison said: "In under a year we discovered a variety of Golden Rod growing ten feet above a man's head, which, by cross-breeding, can produce a plant carrying eight per cent. fine grade rubber."

It is noteworthy that Mr. Henry Ford recently purchased for Mr. Edison a huge plantation in Georgia.

Trade in Arms and Ammunition signed in 1919, during the Paris Peace Conference, arms the use of which is prohibited by international law should not, under any circumstances, be exported. The same Convention provides for the establishment of a Central International Office for the supervision over the trade in and the distribution of the arms and ammunition specified in the Convention.

"Inasmuch as the explosive bullets and the poison-gas which are prohibited by international law have been imported to China, both the seller and the buyer have violated the Convention. It is imperative that the League of Nations and the Central International Office conduct an investigation into this matter with a view to ascertaining the responsibility of the delinquents—WANG CHING WEI."



## GOLF NOTES.

## INTERPORT MATCHES.

[By "WRYNECK"]

I understand that the Committee of the Club has made the following recommendations for the consideration of Shanghai and Manila:—

(1) That the Home team shall publish its team first.

(2) That no match shall go beyond the 15th or 36th hole.

As pointed out some time ago in these notes, the first recommendation gives a bit of advantage to the visiting team, so that they are able to arrange their batting order to the greatest advantage, and thus make up in a small degree for the fact that visitors can very seldom, if ever, have a really representative team.

The second recommendation means that in certain cases a draw may result. There is no real objection to this, as in such cases a

Miss Collett in the final and was immediately five down after nine holes. Miss Collett's play has been described as unique for women's golf on the Old Course at St. Andrew's. By the end of the first round Miss Wethered had knocked off three holes and finally won by 3 and 1.

Now that these two have definitely retired, there will be a much better chance for some of Hong Kong's ladies when they go home on leave!

**A Visitor to Hong Kong.**

I met Colonel Bogey on the ferry the other day, and as it was ages since I had seen him we had a rare crack.

"You know, you'll be getting trouble with a lot of people," he said.

"How's that?" I asked.

"Well, don't you know that a lot of golfers depend for their tiffin on their ability to play the traditional Fanning 'scamper shot'?"

"What on earth is a 'scamper shot'?"

"Quite so. But why not shift the tee down to the right and make the hole, say, 180 or 170 yards and bunker it? As I've shown on this sketch! Make your 'front tee' on the centre line and your 'back tee' up the hill a bit, so that the man who can play a shot with a bit of draw on it gains an advantage, by opening up the green for a straight run 'in to the pin'."

"It's certainly an idea, Colonel, but you mustn't shorten the course any more."

"That's easily remedied by putting the tee of the 15th behind Sandy's Pulpit green. There's a place all ready for it in the wood and it would improve the hole, at the same time recovering the length you lose at the 18th."

"You seem to have thought of every —" But the Colonel had disappeared into thin air, and I found we were nearly back at Kowloon and I had missed Hong Kong! But I'd had three trips for 10 cents, and the sketch was material if the Colonel wasn't!

## FOR THE CHILDREN.

## A MUNIFICENT GIFT.

We have pleasure in announcing that the Hong Kong Society for the Protection of Children has been the recipient of a gift of \$10,000.

The donor of this sum was Mr. Wai Shui Pak, who is a native of the San Wui district, and who has for the past twenty-five years been resident at Saigon.

Mr. Wai, who has large financial interests in Canton and Indo-China, and whose business in Hong Kong is the Yee Tin Tong, of 182 Queen's Road, Central, has recently purchased a number of valuable properties in Hong Kong, and intends in the near future to establish his permanent residence in the Colony.

He has long been greatly interested in all questions relating to child-welfare, and has made many notable contributions to charities in connection with such matters, both in Indo-China and in France. The value of Mr. Wai's gift to the new Society can hardly be over-estimated for, thanks to this substantial addition to the Government's gift and the contributions already made by the public, the Society can now formulate plans for commencing its activities on a small scale.

It is hoped that the magnificent land which has been given by Mr. Wai will be followed by those of the community who can afford to support the Society, and that the Society's efforts to improve conditions for the young in this Colony will not be hampered by the lack of funds.

## HELENA MAY INSTITUTE CONCERT.

## PROGRAMME FOR TO-MORROW.

The following programme will be given at the Helena May Institute to-morrow at 5.30 p.m.:

- 1.—"The Flower Duet" from "Madama Butterfly" Puccini. ("Butterfly" Mrs. Womack; "Suzuki" Mrs. Sanger.)
- 2.—Song—"O Mistress Mine" Roger Quilter. Mrs. GEORGE TINSON.
- 3.—Song—"In summer time on Bredon" Graham Peel. Mr. R. A. GREEN.
- 4.—Sonata for violin and piano (Preludio, Allemande, Siciliana, Grave, Allegro-vivo). Violin, Miss Acheson. Piano, Mr. F. Mason.
- 5.—Song—"Air de Lia" (from "L'Enfant Prodigue") Debussy. Mrs. O. C. WOMACK.
- 6.—Songs—"Slumber Song" Delius. "Nightingales" Delius. Mrs. R. SANGER.
- 7.—Song at the piano—"On the road to Tokyo" Woodford-Finden. Mrs. K. V. B. BENFIELD.
- 8.—Duet—"Venetian Boat Song" Tosti. Mrs. GEORGE TINSON and Mr. R. A. GREEN.

At the Piano: Mrs. A. R. H. Phillips and Mr. F. Mason. God Save The King. An extra concert will be given on April 3, organised by Mr. Harry Ore.

## ROUND THE WORLD IN A JUNK.

## FROM SWATOW TO ENGLAND.

It is now probable, says the A.C. Daily News, that the round-the-world junk trip, planned by two China Coast officers will be undertaken by the originator of the expedition, his companion having been reluctantly compelled to abandon the project, owing to coming nautical examinations. The officer proposes to take the junk from Swatow, where it is nearing completion, at the beginning of next month, and to sail for Hong Kong, whence he will proceed to Sandakan, British North Borneo, then shaping a course for New Guinea, Australia, New Zealand, Honolulu, America and England.

Stores have been purchased in Shanghai and in Hong Kong, while a recent action of the commander's was to consult the naval authorities with a view to protection against piracy, while proceeding from Swatow to Hong Kong. Keen interest was manifested by the naval officers with the result that arrangements were made for special signals to be exchanged between the junk and any warships she passes.

**Piratical Junks.**

The navigator, of course, fears attempts by sailing junks on the coast to seize his vessel, and if he tackles the job single-handed he will be taking on a heavy task. In all probability he will take a supply of Very lights on board, and a pistol. He will then have an efficient protection against the pirates, as the lights are capable of setting fire to sails.

This latter fact was demonstrated recently at military manoeuvres in Hong Kong, when large areas of scrub land were set alight when Very lights were used.

## INTIMATIONS.

## SILICA.

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draw most truly represents the ability of the two teams. It is to be hoped that Shanghai and Manila will approve these suggestions.

## Women's International Team.

Miss Glenna Collett is taking over a team of United States golfers to meet Great Britain in May. The date for the match will probably be just prior to the Ladies' Championship beginning on May 12.

Under the circumstances it is unfortunate that Miss Joyce Wethered and Miss Cecil Leitch have announced their retirement from the Championships. In their absence Miss Molly Gourley has consented to captain the British team. The match will be of an unofficial nature.

It will be remembered that Miss Wethered returned to the Championships last year, when she met

"Why, thirty yards carry and a hundred yards run. So if you go and suggest bunkering greens so as to make people pitch well, you'll be unpopular, that's all!"

"But Colonel, I was doing it in your interests!"

"Oh yes, personally. I'm all for it. For instance I'm always having my tail twisted at the 16th. Only the other day, in a fourball match, all four players wrenched a stroke out of me, and you know, three times out of four I'm there with my drive, as I know the exact spot on which to pitch and run down onto the green; yet I'm not allowed to take less than four!"

"Well, what would you do about it?"

"Make it a Bogey 3. We can do with four one-shot holes, and we've only got three."

"But you can't very well make a 230-yard hole a bogey 3!"

**Aid to the Perfect Swing.**

Sir James Henderson, for many years Director of Gyroscopic Research at the Admiralty, has turned his genius to the invention of a gadget which tells what you are doing wrong in your practice swing.

An electric reading-lamp is placed on the floor and a spot on the carpet is defined as the ball. The gadget consists of two tiny mirrors which are attached to the club-head. When the club is placed behind the "ball" both mirrors gleam brightly, but when the club-head is moved slightly out of correct line, one mirror goes out.

If you swing correctly, when the club-head meets the "ball" both mirrors gleam momentarily. If one gleams before the other it shows you have pulled or sliced, and if you lift your head you see no gleam at all! This infallible cure is to be marketed for a few shillings.

## H.K.C.C. TENNIS TOURNAMENT.

## RAIN INTERFERES AGAIN.

Rain made play impossible yesterday, and all the matches down for decision in the Hong Kong Cricket Club Tournament had to be postponed.

To-day's programme follows:—

## Open Singles.

Ng Sze Kwong v. Ho Ka Lau.

Handicap Singles "A."

E. R. Price (rec. 2/6) v. H. Owen Hughes (owe 4/6).

Handicap Singles "B."

Ashworth (rec. 2/6) v. Graves (rec. 4/6).

Handicap Doubles.

Marion and Armstrong (owe 15) v. L. Foster and Rev. Dean Swann (owe 3/6).

Humphreys and Wild (rec. 9/6) v. Collis and Gordon (rec. 4/6).

## HAGEN AND KIRKWOOD IN AUSTRALIA.

## VICTORY OVER MELBOURNE PAIR.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, March 17.

In a four-ball match at the Royal Melbourne Golf Club to-day, Walter Hagen and Kirkwood defeated the Australians, Jupp and La Ferre by three up and one to play.

## GOLF.

## ROYAL HONG KONG GOLF CLUB.

## LADIES' SECTION.

The Railway Cup has been won by Mrs. Sheldon, who beat Mrs. Ferguson in the final by 2 and 1.

The Taggart Cup has been won by Mrs. Lissaman, who beat Mrs. Ireland in the final by 2 and 1.

The Captain's Cup (1929), presented by Mrs. Ferguson has been won by Mrs. Sheldon, who beat Mrs. Whyte-Smith in the final by 4 and 2.

The final of the Championship between Mrs. D. C. Lambert and Mrs. Whyte-Smith will be played on Sunday, March 23.

On Monday, March 24, there will be Medal Competitions on both courses at Fanning for the subscribers' prizes. All cards are to be returned by 3.30. A photograph will be taken at 3.45 and Mrs. Southorn has kindly consented to present the prizes at 4.

## LOCAL FOOTBALL.

## TO-DAY'S MATCHES.

The following games in the Hong Kong League are down for decision to-day:—

## Division I.

(Kick-off at 4.45 p.m.)

Club de Regreso v. Kowloon F.C.

King's Park ground. Referee: Mr. T. G. Stokes.

## Division II.

(Kick-off at 4.45 p.m.)

Ewo, Chinese v. South China B.

Referee: C. S. M. Parry.

University F.C. v. H.K.F.C. Res.

St. Joseph's ground. Referee: Sgt. Omerod.

Kowloon F.C. Res. v. Chinese Athletic "B."

Kowloon F.C. ground. Referee: A. B. Kitto.

Trial Games for "Sunday Herald" Cup.

The Hong Kong F.C. v. Somerset L.L. match in the first division has been cancelled, and in its place the Somersets will play "Scotland."

This is a trial match for Saturday's game in the Sunday Herald Cup, Chinese v. Scotland.

## HOME FOOTBALL.

## LEAGUE MATCH RESULT.

[THROUGH REUTER'S AGENCY.]

LONDON, March 17.

A football match in the Second Division of the English League was decided to-day. Charlton were at home to Hull City and won by four goals to nil.









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### BIG COUP BY ARMED ROBBERS.

SHANGHAI MESSENGER  
ROBBED OF \$46,000  
IN NOTES.

A well-planned coup resulted in the escape of five men who robbed a bank messenger of \$46,000 in Shanghai last week, as the latter, together with an armed guard, was about to enter the Commercial Bank of China, on the Bund, after having safely brought his charge to the doors of his destination.

Entering an alleyway off Foochow Road, says the *N.Y. Daily News*, and then turning off into another, which lead to the side entrance of the Commercial Bank of China, the messenger and his guard were suddenly stopped by three men, one at least thought to be armed, and the former's large bag which contained \$46,000 in Commercial Bank notes and \$1,000 in Hong Kong and Shanghai Bank notes, was taken from him. The guard, it was stated, did not have an earthly chance to draw, and the men got into a waiting motor-car from the Wyndham Garage. The chauffeur who had brought them there, was turned out and one of the gang took the wheel and drove off. The motor-car came to a brief stop at Canton Road where a Sikh policeman was at point duty, and started off as soon as it had the right of way. A few moments later, the breathless chauffeur told him what had happened but it was too late as the car was well on its way taking a south direction.

### NAVY LEAGUE OF CANADA

MIGRATION SCHEME FOR SELECTED MEN.

The Navy League of Canada hopes, during April to September, 1930, to place a limited number of specially selected men from the Royal Navy and Royal Marines, accompanied by their families, in industrial situations in Toronto and cities in Eastern Canada. Men with mechanical or electrical training are principally required, but a certain number of general labourers can also be taken. The scheme is restricted to married men under 45 with not more than three children under 18. Men whose engagements expire before April 30, 1930, and who wish to be considered, should apply to the local office of the Royal Naval Benevolent Trust as soon as possible. No rating now serving will be accepted without the written recommendation of his Commanding Officer.

### HAIL, COLUMBUS!

HONG KONG'S LARGEST VISITOR.

At seven o'clock this morning the N.D.L. steamer *Columbus* (32,500 tons gross) is due in port from Manila on a voyage round the world. The *Columbus* ranks eleventh among the world's largest merchant ships, and will be the largest vessel to call at this port. She will stay here for three days and leave for the North on March 22.

The following comparisons between this vessel and the *Belgenland*—the hitherto largest "float-ing-palace," to visit the port—may be of interest:—

	<i>Columbus</i>	<i>Belgenland</i>
Length	719.9 ft.	670.4 ft.
Breadth	83.1 ft.	78.4 ft.
Depth	40.4 ft.	44.7 ft.
Gross tonnage	32,554	27,132

*Columbus* One of "the Big Three."

The *Columbus* is one of the fast liners which, together with the *Bremen* and the *Europa*—to be commissioned in March—form a trio operating an express service across the Atlantic. The North German Lloyd has maintained a fast service between Bremen and New York for 30 years. For the third time the Company has not only succeeded in shortening the distance between East and West and West and East, but also augmented considerably the comfort of ocean travel by commissioning first-class ships.

The first practical results of these endeavours were attained in the eighties after placing into service a fleet of eleven fast liners from the *Elbe* (1881) to the *Spree* (1886). In the middle of the nineties this fast service could well have been kept up with the ships then available, but as traffic was constantly growing between Europe and America, there was need for increase in the number and speed of ships, and a demand for up-to-date registers and decoration. In consequence orders for larger, faster, and artistically furnished ships were placed and four large fast liners were commissioned: *Kaiser Wilhelm der Grosse*, *Kronprinz Wilhelm*, *Kaiser Wilhelm II.*, and *Kronprinzessin Cecilie*. The tonnage of these ships ran up to 19,000 register tons gross, and their speed was from 22 to 23 knots, the journey from Southampton to New York being operated in 54 days.

**Rebuilding the Fleet.**  
With comparatively modest means the North German Lloyd began after the Peace Treaty (which deprived the company of almost all its fleet) to rebuild its fleet, as soon as circumstances allowed. After having acquired the necessary ships for taking up services to the principal import and export countries, the North German Lloyd in 1923 placed an order for two giant express-liners.

The *Bremen* and *Europa* were built in the dockyard of the Deschimag, Bremen, and Blohm and Voess, Hamburg respectively. The *Bremen* 31,556 register tons gross, in service since July 1929, crossed the ocean on her maiden trip in 4 days, 15 hours, thus being the fastest liner on the Atlantic. Her sister-ship the *Europa*, will be commissioned this month and together with these two giant liners, the *Columbus* (built in 1924 and recently rebuilt and fitted with new engines to increase her speed) will form a trio of ships that will operate an express service across the Atlantic.

Owing to the fact that the *Columbus* has been chartered for this world cruise by the Raymond Whitecomb Co., the Norddeutscher Lloyd (Agents: Melchers & Co.) regret to be unable to issue any permits for inspection of this greyhound.

### THE PROHIBITION ISSUE. COMPLAINT THAT "WETS" ARE WASTING TIME.

[UNITED PRESS.]

Washington, March 7.—"Dry" proponents, who are now having their innings before the House Judiciary committee which is considering prohibition bills and which recently completed its hearing of the "wet" side of the argument, to-day complained that the "wets" are wasting time in questioning their testimony.

Representative George Scott, Graham of Pennsylvania, chairman of the committee, announced that all the "dry" witnesses will be heard regardless of the time which may be required.

Meanwhile, it was announced that next Wednesday and Thursday have been designated as "ladies' days" at the hearings. Women leaders of the prohibition movement are calling prominent women to testify. Among those due to appear are Commander Evangeline Booth of the Salvation Army. Miss Booth recently gave the Wickersham Law Enforcement Commission the results of an intensive survey of conditions of men under care of the Salvation Army.

### BREATH-SMELLING AT FORD WORKS.

MAGNATE'S ATTACK ON FINANCIAL INTERESTS AND THE NEWSPAPERS.

[UNITED PRESS.]

New York, March 11.—A dispatch from Detroit published by the *New York World* to-day quotes Henry Ford as saying that New York financial interests are aiding in the financing of bootleggers, while "wet" interests control the newspapers.

Mr. Ford declared that liquor was "brought right into the Ford plant here. We take the bottles away from them. They are foreign bottles, of a kind not made in the United States."

Drinkers cannot work in the Ford plants, according to Mr. Ford.

"We watch them as they come in," said he as quoted by the *World*. "We smell their breaths." The *World* declared that liquor is sold almost openly in hundreds of homes and commercial establishments in Dearborn, Michigan, home of the great Ford plants. A *World* investigator found 14 "speakeasies" in a single block there, it was stated.

### Republican Club Vote.

New York, March 11.—Following hours of bitter debate, the National Republican Club to-day voted by 481 to 348 in favour of a resolution calling upon Republican Representatives to vote in favour of the repeal of the Eighteenth Amendment on the ground that it violated the states' rights to control their own affairs.

Many of those who opposed the resolution did so on the argument that they did not favour putting the club on record in this connection.

**Women Supporting the 'Dry' Cause.**  
Washington, March 12.—Under the leadership of Mrs. John Sippel, a group of 33 women appeared here to-day to testify at the present prohibition hearings before the Senate Judiciary committee. Sixteen testified in rapid succession favouring continuation of prohibition as constituting a moral and economic benefit to the nation.

The women declared that they represent 14,500 women's clubs throughout the United States. Mrs. Henry Ford and Mrs. Thomas A. Edison sent messages emphatically supporting the Eighteenth Amendment.

Mrs. Clarence Busch of Miami, appearing before the committee, declared that the native citizens of Florida did not drink. "Whatever drinking there is in Florida," she asserted, "is due to tourists."

### Union League Club Against Prohibition.

New York, March 12.—It was reliably reported to-day that the powerful and conservative Union League Club has conducted a poll within its membership, showing that the members are decisively opposed to prohibition.

Following yesterday's National Republican Club vote that New York Republican Representatives and Senators at Washington should favour repeal of the Eighteenth Amendment, this news indicates that two Republican mainstays in New York are lined up against the "dry law" and important political repercussions are expected to follow at once.

It is understood that several state Republican leaders will start a movement soon to obtain nomination of a "wet" Republican candidate for the governorship to oppose the present Democratic incumbent, Franklin D. Roosevelt.

### COURT REFUSED FOR MISS NUTHALL.

FAMOUS CLUB'S BAN ON SUNDAY PLAY.

An old but rigid rule of the Queen's Club, Kensington, which prohibits women playing on the club's covered tennis courts on Sundays prevented Miss Betty Nuthall from playing a practice match last month.

Miss Nuthall, like all the other leading lawn tennis players, is already in hard training for the forthcoming season, and drove with a friend, Dr. P. D. B. Spence, in her motor-car from Richmond to the Dulwich covered courts for a Sunday morning "knock up." Dr. Spence is too busy to play on weekdays.

The Dulwich courts were all engaged, and Dr. Spence telephoned to Queen's Club to engage a covered court, but was informed that women were not permitted, under an old rule, to play there on Sundays. Both Miss Nuthall and Dr. Spence, eager for a game, were exasperated at the experience.

It is understood that representations will be made to the committee of Queen's Club on the question of women's play on Sunday.

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Pros. McKinley, Tues., Apr. 1  
Pros. Grant, Tues., Apr. 15

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Pros. Wilson, Sun., Mar. 23, 8 a.m.  
Pros. Garfield, Sun., Apr. 20, 8 a.m.  
Pros. Van Buren, Sun., Apr. 8, 8 a.m.  
Pros. Polk, Sun., May 4, 8 a.m.

#### To Manila

Pros. McKinley, Mar. 25, 6 p.m.  
Pros. Jefferson, Mar. 28, 6 p.m.  
Pros. Grant, Apr. 8, 3 p.m.  
Pros. Lincoln, Apr. 12, 3 p.m.

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### TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 555 METRES.

11 to 11.30 a.m.—Commercial News.  
12.30 to 1.30 p.m.—Demonstration programme.

1.30 p.m.—Weather report.

5 to 6 p.m.—Programme of Victor dance records supplied by Messrs. Tsang Fook Piano Co.

"Hittin' The Ceiling"—Fox Trot.  
"Gottler-Mitchell-Contrad" and "Sing A Little Love Song"—Fox Trot.  
"Gottler-Mitchell-Contrad", Na: Shikere and the Victor Orchestra.

"Song Of The Moonbeams"—Fox Trot.  
"Charles and Harry"—Victor.

"You Believed In Me"—Fox Trot.  
"L. Wolfe Gilbert-Abel"—Victor.

"George Olsen and His Music"—Victor.

"Tip-Top Thru' The Tulips With Me"—(Al Dubin-Joe Burke) and "Chant Of The Jungle"—(Arthur Freed-Nacio Herb Brown), Jesse Crawford played on the Wurlitzer Organ.

"After The Clouds Roll By"—Fox Trot.  
"Sidney Clare-Oscar Levant" and "How Am I To Know"—Fox Trot.  
"Dorothy Parker-Jack King", Victor.

"Aden-Phil Ohman and Their Orchestra".

"Mother Macbrree" (Young-Oleott-Ball) and "A Little Bit Of Heaven" (Brendan-Ball), The Silver-Masked Tenor.

"Shepherd's Serenade"—Waltz.  
"Clifford Grey-Herbert Stothart" and "Charming-Fox Trot" (Clifford Grey-Herbert Stothart), Leo Reisman and His Orchestra.

"Wild Rose-Fox Trot" (Clifford Grey-Jerome Kern) and "Look For The Silver Lining-Fox Trot" (P. G. Wodehouse-Jerome Kern), The High Hatters conducted by Leonard Joy.

"To Be Forgotten"—Waltz (Irving Berlin) and "All That I'm Asking Is Sympathy"—Waltz (Joe Burke-Benny Davis), Ted Weems and His Orchestra.

"Sally-Fox Trot" (Al Dubin-Joe Burke) and "If I'm Dreaming"—Waltz (Al Dubin-Joe Burke), Wayne King and His Orchestra.

6 to 7 p.m.—Chinese programme.

7 to 9 p.m.—Experimental programme.

9 to 10.30 p.m.—European programme of Victor records supplied by Messrs. Tsang Fook Piano Company.

"Thedre-Overture" (Massenet), San Francisco Symphony Orch.

"Oh Dr. Those Tears" (Teresa Del Riego) and "Forgotten" (Flora Wulschner-Eugene Cowles), Richard Crooks.

"Moonlight Sonata" (Beethoven, Op. 27, No. 2), Harold Bauer, Piano Solo.

"Gavotte in F Major" (Beethoven-Bauer), Harold Bauer, Piano Solo.

"Norma-Ah! Del Tebro (Naughty Roman)" (Act 4) (Bellini) and "Faust-Le Veu D'or (Call of Gold)" (Act 1) (Gounod), Ezio Pinza, Bass with Metropolitan Opera Chorus and Metropolitan Opera House Orchestra, Giulio Setti, Conductor.

"Courante" (Bach) and "Sonatina in A Major" (Torreba), Adres Segovia, Guitar Solo.

"Russian Nightingale" Song (Alexander Alabiev) and "1. Extralita (Little Star)", Amelita Gallo-Curci, Soprano with Piano.

"Pagliaccio-Fantasy" (Leoncavallo, arr. Tavan), Marek Weber and His Orchestra.

"Pesca D'Amore (Love's Anzing)" (Roberto Braccocelli-Barthelemy) and "Ce Steva Na Vota (Raccontino)" (V. de Crescenzo), Tito Schopha, Tenor with Orchestra.

"Country Dance No. 1" (Edvard German) and "Pastoral Dance No. 2" (The Merry-makers Dance No. 3) (Edvard German), St. Louis Symphony Orchestra under the direction of Rudolph Ganz.

"Sonata in G Major" (Beethoven, Op. 30, No. 3), Sergei Rachmaninoff-Fritz Kreisler, Violin and Piano.

10.30 p.m.—Close down.

### STRUGGLE ON CHURCH ROOF.

POLICEMAN INJURED IN A MIDNIGHT HUNT.

A thrilling fight on a church roof at midnight between a policeman and an alleged shopbreaker was described at Liverpool Police Court when Frederick Harold Roberts, aged twenty-five, of no fixed address, was remanded accused of shopbreaking and causing grievous bodily harm to Police Constable Seddon.

Seddon stated that he saw Roberts step from a wall at the rear of a tool shop. He collected half a dozen pedestrians and posted them round the premises and then went after Roberts.

"I found that he had climbed on the roof of the German church which adjoins the shop," said Seddon. "so I took off my overcoat and followed. He was on the top of a sliding roof, and when I scrambled up this he struck me on the forehead with a piece of wood and I slid down the slates again."

"I climbed up a second time and he then pounced on me like a lion. We had a desperate struggle and eventually I secured him and brought him down to the ground."

The magistrate complimented the policeman on his pluck.



## ADVERTISED SAILINGS FROM HONG KONG.

## EXPECTED ARRIVALS AND MOVEMENTS.

## PASSENGERS.

## ALEXANDRIA

Pres. Wilson Dollar, Mar. 23.  
Pres. Van Buren, Dollar, Apr. 6.

## AMOI

Tainan, B. & S., Mar. 19.  
Tikarung, J.C.J.L., Mar. 20.  
Yuenang, Jardine's, Mar. 21.  
Kiangchow, B. & S., Mar. 23.  
Haining, Douglas, Mar. 25.  
Tatung, B. & S., Mar. 25.  
Taima, B.I., Mar. 25.  
Resolute, Jebson, Mar. 28.  
Antung, B. & S., Mar. 30.  
Tijalak, J.C.J.L., Mar. 31.  
Tibadala, J.C.J.L., Apr. 3.  
Shirala, B.I., Apr. 5.  
Namsang, Jardine's, Apr. 8.  
Tisarcoc, J.C.J.L., Apr. 14.  
Kutsang, Jardine's, Apr. 18.  
Takliwa, B.I., Apr. 18.

## ANTWERP

Kamo Maru, N.Y.K., Mar. 22.  
Asia, Manners, Mar. 23.  
Menelaus, B.F., Apr. 1.  
Katori Maru, N.Y.K., Apr. 5.  
Africa, Manners, Apr. 9.  
Nanking, Gilman's, Apr. 14.

## AUSTRALIAN PORTS

Tango Maru, N.Y.K., Mar. 28.  
St. Albans, E. & A., Apr. 4.  
Changte, B. & S., Apr. 13.

## BALIC PORTS

Asia, Manners, Mar. 23.  
Africa, Manners, Apr. 9.

## BALTIMORE

Trenbank, Bank, Mar. 31.

## BANGKOK

Yingchow, B. & S., Mar. 21.  
Hellas, Thoresen, Mar. 23.  
Kiangsu, B. & S., Mar. 23.  
Hellas, Thoresen, Mar. 23.  
Kaying, B. & S., Mar. 30.  
Hirundo, Thoresen, Apr. 6.

## BELAWAN DELL

Frankfurt, Melchers, Mar. 23.  
Cremer, J.C.J.L., Mar. 27.

## BOMBAY

Alipore, P. & O., Mar. 19.  
Tottori Maru, N.Y.K., Mar. 27.  
Kawalpindi, P. & O., Mar. 29.  
Malwa, P. & O., Apr. 12.

## BOSTON

Tai Shan, Dodwell's, Mar. 20.  
Pres. Wilson Dollar, Mar. 23.  
Japanese Prince, Furness, Mar. 28.  
Trenbank, Bank, Mar. 31.  
Toba Maru, N.Y.K., Apr. 3.  
Pres. Van Buren, Dollar, Apr. 6.  
Nelsus, Blue Funnel, Apr. 7.  
Chinese Prince, Furness, Apr. 10.  
Lisbon Maru, N.Y.K., Apr. 18.

## BREMEN

Asia, Manners, Mar. 23.  
Frankfurt, Melchers, Mar. 23.  
Hellas, Thoresen, Mar. 23.  
Trier, Melchers, Apr. 5.  
Africa, Manners, Apr. 9.  
Dessau, Melchers, Apr. 12.

## BRINDISI

Col. di Lana, D'well's, Mar. 20.  
Romolo, Dodwell's, Apr. 10.

## CALCUTTA

Tilawa, B.I., Mar. 20.  
Akita Maru, N.Y.K., Mar. 20.  
Yuenang, Jardine's, Mar. 25.  
Talamba, B.I., Mar. 30.  
Takada, B.I., Apr. 1.  
Kumsang, Jardine's, Apr. 3.

## CEBU

Nevada, S.S.S., Mar. 22.  
Golden Sun, S.S.S., Mar. 27.  
Tessa, S.S.S., Apr. 4.  
Bellingham, S.S.S., Apr. 6.

## CHEFOO

Kueichow, B. & S., Mar. 28.  
Huichow, B. & S., Apr. 10.

## COLOMBO

Alipore, P. & O., Mar. 19.  
Col. di Lana, D'well's, Mar. 20.  
Kamo Maru, N.Y.K., Mar. 22.  
Frankfurt, Melchers, Mar. 23.  
Pres. Wilson Dollar, Mar. 23.  
Chenoneaux, M.M., Mar. 25.  
Ramses, Jebson, Mar. 25.

## LONDON

Col. di Lana, D'well's, Mar. 20.  
Tottori Maru, N.Y.K., Mar. 27.  
Rawalpindi, P. & O., Mar. 29.  
Katori Maru, N.Y.K., Apr. 5.  
Trier, Melchers, Apr. 5.  
Pres. Van Buren, Dollar, Apr. 6.  
Duisburg, Jebson, Apr. 8.  
Romolo, Dodwell's, Apr. 10.  
Dessau, Melchers, Apr. 12.  
Malwa, P. & O., Apr. 12.  
Nanking, Gilman's, Apr. 14.  
Sarpedon, B.F., Apr. 16.

## LOS ANGELES

Asia, Manners, Mar. 23.  
Africa, Manners, Apr. 9.

## DALNY

Chenau, B. & S., Mar. 23.  
Teap, B. & S., Mar. 30.

## DUTCH PORTS

Kamo Maru, N.Y.K., Mar. 22.  
Asia, Manners, Mar. 23.  
Ramses, Jebson, Mar. 25.  
Menelaus, B.F., Apr. 1.  
Duisburg, Jebson, Apr. 3.  
Katori Maru, N.Y.K., Apr. 5.  
Trier, Melchers, Apr. 5.  
Africa, Manners, Apr. 9.  
City of Tokio, Bank, Apr. 9.  
Nanking, Gilman's, Apr. 14.  
Sarpedon, B.F., Apr. 16.  
Sauerland, Jebson, Apr. 19.

## FOOCHOW

Cheongshing, Jardine's, Mar. 22.  
Chipching, Jardine's, Apr. 8.  
Huichow, B. & S., Apr. 10.

## MARSEILLES

Lyons Maru, N.Y.K., Mar. 20.  
Kamo Maru, N.Y.K., Mar. 22.  
Pres. Wilson Dollar, Mar. 23.  
Chenoneaux, M.M., Mar. 25.  
Rawalpindi, P. & O., Mar. 29.  
Menelaus, B.F., Apr. 1.  
Katori Maru, N.Y.K., Apr. 5.  
Pres. Van Buren, Dollar, Apr. 6.  
Malwa, P. & O., Apr. 12.  
Sarpedon, B.F., Apr. 16.  
Sauerland, Jebson, Apr. 19.

## NAPLES

Kamo Maru, N.Y.K., Mar. 22.  
Pres. Wilson Dollar, Mar. 23.  
Katori Maru, N.Y.K., Apr. 5.  
Pres. Van Buren, Dollar, Apr. 6.

## NEW YORK, BOSTON, etc.

Tai Shan, Dodwell's, Mar. 20.  
Japanese Prince, Furness, Mar. 28.  
Trenbank, Bank, Mar. 31.  
Toba Maru, N.Y.K., Apr. 3.  
Nanking, Gilman's, Apr. 14.  
Pres. Van Buren, Dollar, Apr. 6.  
Nelsus, B.F., Apr. 7.  
Chinese Prince, Furness, Apr. 10.  
Lisbon Maru, N.Y.K., Apr. 18.

## NEWCHWANG

Chenau, B. & S., Mar. 23.  
Teap, B. & S., Mar. 30.

## NORTH CHINA

Lahn, Melchers, Mar. 20.  
Formosa, Gilman's, Mar. 24.  
Kulmerland, Jebson, Mar. 30.  
Derfflinger, Melchers, Apr. 6.  
Malaya, Manners, Apr. 10.

## OSLO

Asia, Manners, Mar. 23.  
Africa, Manners, Apr. 9.  
Nanking, Gilman's, Apr. 14.

## PANAMA

Tai Shan, Dodwell's, Mar. 20.  
Toba Maru, N.Y.K., Apr. 3.  
Ginyo Maru, N.Y.K., Apr. 5.  
Lisbon Maru, N.Y.K., Apr. 18.

## PENANG

Alipore, P. & O., Mar. 19.  
Akita Maru, N.Y.K., Mar. 20.  
Tilawa, B.I., Mar. 20.  
Kamo Maru, N.Y.K., Mar. 22.  
Pres. Wilson Dollar, Mar. 23.  
Yuenang, Jardine's, Mar. 25.  
Cremer, J.C.J.L., Mar. 27.  
Tottori Maru, N.Y.K., Mar. 27.  
Rawalpindi, P. & O., Mar. 29.  
Talamba, B.I., Mar. 30.  
Menelaus, B.F., Apr. 1.  
Takada, B.I., Apr. 1.

## PORTLAND

Bronxville, Thoresen, Mar. 20.  
Kentucky, S.S.S., Mar. 15.  
Caucasian, Bank, Apr. 16.

## RABAU

Bremerhaven, Melchers, end of March.

## RANGOON

Akita Maru, N.Y.K., Mar. 20.  
Takada, B.I., Apr. 1.

## SAIGON

Chenoneaux, M.M., Mar. 25.

## SANDAKAN

Mausang, Jardine's, Mar. 23.  
Huisang, Jardine's, Mar. 29.  
St. Albans, E. & A., Apr. 4.

## SAN FRANCISCO

Bronxville, Thoresen, Mar. 20.  
Tai Shan, Dodwell's, Mar. 20.  
Kentucky, S.S.S., Mar. 22.  
Pres. Taft, Dollar, Mar. 25.  
Toba Maru, N.Y.K., Apr. 2.  
Chichibu Maru, N.Y.K., Apr. 4.  
Pres. Jefferson, A.M.L., Apr. 8.  
Tatsuta Maru, N.Y.K., Apr. 14.

## SEAATLE

Bronxville, Thoresen, Mar. 20.  
Tathibius, B.F., Mar. 29.  
Pres. McKinley, A.M.L., Apr. 1.  
Mishima Maru, N.Y.K., Apr. 4.  
Pres. Grant, A.M.L., Apr. 15.

## SHANGHAI

Emp. of Canada, C.P.S., Mar. 10.  
Fiume, Dodwell's, Mar. 19.  
Nagapora, P. & O., Mar. 19.  
Tainan, B. & S., Mar. 19.  
Yatshing, Jardine's, Mar. 19.  
Lahn, Melchers, Mar. 20.  
Tai Shan, Dodwell's, Mar. 20.  
Tikarung, J.C.J.L., Mar. 20.  
Ajak, B.F., Mar. 21.  
Akita Maru, N.Y.K., Mar. 21.  
Talamba, B.I., Mar. 21.  
Bengal Maru, N.Y.K., Mar. 22.  
Formosa, Gilman's, Mar. 22.  
Chenau, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Pres. Taft, Dollar, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Tatung, B. & S., Mar. 25.

## SHANTUNG

Bronxville, Thoresen, Mar. 20.  
Tathibius, B.F., Mar. 29.  
Pres. McKinley, A.M.L., Apr. 1.  
Mishima Maru, N.Y.K., Apr. 4.  
Pres. Grant, A.M.L., Apr. 15.

## SINGAPORE

Emp. of Canada, C.P.S., Mar. 10.  
Fiume, Dodwell's, Mar. 19.  
Nagapora, P. & O., Mar. 19.  
Tainan, B. & S., Mar. 19.  
Yatshing, Jardine's, Mar. 19.  
Lahn, Melchers, Mar. 20.  
Tai Shan, Dodwell's, Mar. 20.  
Tikarung, J.C.J.L., Mar. 20.  
Ajak, B.F., Mar. 21.  
Akita Maru, N.Y.K., Mar. 21.  
Talamba, B.I., Mar. 21.  
Bengal Maru, N.Y.K., Mar. 22.  
Formosa, Gilman's, Mar. 22.  
Chenau, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Pres. Taft, Dollar, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Tatung, B. & S., Mar. 25.

## SINGAPORE

Emp. of Canada, C.P.S., Mar. 10.  
Fiume, Dodwell's, Mar. 19.  
Nagapora, P. & O., Mar. 19.  
Tainan, B. & S., Mar. 19.  
Yatshing, Jardine's, Mar. 19.  
Lahn, Melchers, Mar. 20.  
Tai Shan, Dodwell's, Mar. 20.  
Tikarung, J.C.J.L., Mar. 20.  
Ajak, B.F., Mar. 21.  
Akita Maru, N.Y.K., Mar. 21.  
Talamba, B.I., Mar. 21.  
Bengal Maru, N.Y.K., Mar. 22.  
Formosa, Gilman's, Mar. 22.  
Chenau, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Pres. Taft, Dollar, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Tatung, B. & S., Mar. 25.

## SINGAPORE

Emp. of Canada, C.P.S., Mar. 10.  
Fiume, Dodwell's, Mar. 19.  
Nagapora, P. & O., Mar. 19.  
Tainan, B. & S., Mar. 19.  
Yatshing, Jardine's, Mar. 19.  
Lahn, Melchers, Mar. 20.  
Tai Shan, Dodwell's, Mar. 20.  
Tikarung, J.C.J.L., Mar. 20.  
Ajak, B.F., Mar. 21.  
Akita Maru, N.Y.K., Mar. 21.  
Talamba, B.I., Mar. 21.  
Bengal Maru, N.Y.K., Mar. 22.  
Formosa, Gilman's, Mar. 22.  
Chenau, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Pres. Taft, Dollar, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Tatung, B. & S., Mar. 25.

## SHANGHAI (Continued)

Mirzapore, P. & O., Mar. 23.  
Changtu, B. & S., Mar. 27.  
Delhi, Gilman's, Mar. 27.  
Glenbeg, Jardine's, Mar. 23.  
Kulmerland, Jebson, Mar. 23.  
Rajputana, P. & O., Mar. 23.  
Kwangsang, Jardine's, Mar. 30.  
Sinkiang, B. & S., Mar. 30.  
Teap, B. & S., Mar. 30.  
Hakone Maru, N.Y.K., Mar. 31.  
Pres. McKinley, A.M.L., Apr. 1.  
Foonshing, Jardine's, Apr. 2.  
Tenyo Maru, N.Y.K., Apr. 2.  
Venezia, Dodwell's, Apr. 2.  
Tibadala, J.C.J.L., Apr. 3.  
Chichibu Maru, N.Y.K., Apr. 4.  
Mishima Maru, N.Y.K., Apr. 4.  
Belatana, P. & O., Apr. 8.  
Derfflinger, Melchers, Apr. 8.  
Khyber, P. & O., Apr. 8.  
Shirala, B.I., Apr. 8.  
Derfflinger, Melchers, Apr. 8.  
Pres. Jefferson, A.M.L., Apr. 8.  
Emp. of Russia, C.P.S., Apr. 9.  
Malaya, Manners, Apr. 10.  
Pembroke, Jardine's, Apr. 11.  
Tatsuta Maru, N.Y.K., Apr. 14.  
Pres. Grant, A.M.L., Apr. 15.  
Sauerland, Jebson, Apr. 18.  
Siberia Maru, N.Y.K., Apr. 19.

## SINGAPORE

Alipore, P. & O., Mar. 19.  
Akita Maru, N.Y.K., Mar. 20.  
Col. di Lana, D'well's, Mar. 20.  
Lyons Maru, N.Y.K., Mar. 20.  
Tilawa, B.I., Mar. 20.

## SINGAPORE

Kamo Maru, N.Y.K., Mar. 22.  
Frankfurt, Melchers, Mar. 23.  
Kiangchow, B. & S., Mar. 23.  
Pres. Wilson Dollar, Mar. 23.  
Chenoneaux, M.M., Mar. 25.  
Ramses, Jebson, Mar. 25.

## SINGAPORE

Yuenang, Jardine's, Mar. 25.  
Cremer, J.C.J.L., Mar. 27.  
Tottori Maru, N.Y.K., Mar. 27.  
Rawalpindi, P. & O., Mar. 29.  
Antung, B. & S., Mar. 30.  
Penang Maru, N.Y.K., Mar. 30.  
Talamba, B.I., Mar. 30.  
Menelaus, B.F., Apr. 1.

## SINGAPORE

Takada, B.I., Apr. 1.  
Kumsang, Jardine's, Apr. 3.  
Nanking, Gilman's, Apr. 6.  
Pres. Van Buren, Dollar, Apr. 6.  
Malwa, P. & O., Apr. 12.

## SINGAPORE

Yatshing, Jardine's, Mar. 19.  
Cheongshing, Jardine's, Mar. 23.  
Hellas, Thoresen, Mar. 23.  
Kiangsu, B. & S., Mar. 23.  
Kiangchow, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Haining, Douglas, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Chaksang, Jardine's, Mar. 26.  
Changtu, B. & S., Mar. 27.  
Antung, B. & S., Mar. 30.  
Hellas, Thoresen, Mar. 30.  
Kaying, B. & S., Mar. 30.  
Kwangsang, Jardine's, Mar. 30.  
Sinkiang, B. & S., Mar. 30.  
Tijalak, J.C.J.L., Mar. 31.  
Foonshing, Jardine's, Apr. 2.  
Hirundo, Thoresen, Apr. 6.  
Chipching, Jardine's, Apr. 8.  
Tisarcoc, J.C.J.L., Apr. 14.

## SINGAPORE

Ginyo Maru, N.Y.K., Apr. 5.  
Kanagawa Maru, N.Y.K., Apr. 5.

## SINGAPORE

Kanagawa Maru, N.Y.K., Apr. 5.  
Kasagar, Maru, N.Y.K., Apr. 5.  
Katori Maru, N.Y.K., Apr. 5.

## SINGAPORE

Yatshing, Jardine's, Mar. 19.  
Cheongshing, Jardine's, Mar. 23.  
Hellas, Thoresen, Mar. 23.  
Kiangsu, B. & S., Mar. 23.  
Kiangchow, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Haining, Douglas, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Chaksang, Jardine's, Mar. 26.  
Changtu, B. & S., Mar. 27.  
Antung, B. & S., Mar. 30.  
Hellas, Thoresen, Mar. 30.  
Kaying, B. & S., Mar. 30.  
Kwangsang, Jardine's, Mar. 30.  
Sinkiang, B. & S., Mar. 30.  
Tijalak, J.C.J.L., Mar. 31.  
Foonshing, Jardine's, Apr. 2.  
Hirundo, Thoresen, Apr. 6.  
Chipching, Jardine's, Apr. 8.  
Tisarcoc, J.C.J.L., Apr. 14.

## SINGAPORE

Ginyo Maru, N.Y.K., Apr. 5.  
Kanagawa Maru, N.Y.K., Apr. 5.

## SINGAPORE

Kanagawa Maru, N.Y.K., Apr. 5.  
Kasagar, Maru, N.Y.K., Apr. 5.  
Katori Maru, N.Y.K., Apr. 5.

## SINGAPORE

Yatshing, Jardine's, Mar. 19.  
Cheongshing, Jardine's, Mar. 23.  
Hellas, Thoresen, Mar. 23.  
Kiangsu, B. & S., Mar. 23.  
Kiangchow, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Haining, Douglas, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Chaksang, Jardine's, Mar. 26.  
Changtu, B. & S., Mar. 27.  
Antung, B. & S., Mar. 30.  
Hellas, Thoresen, Mar. 30.  
Kaying, B. & S., Mar. 30.  
Kwangsang, Jardine's, Mar. 30.  
Sinkiang, B. & S., Mar. 30.  
Tijalak, J.C.J.L., Mar. 31.  
Foonshing, Jardine's, Apr. 2.  
Hirundo, Thoresen, Apr. 6.  
Chipching, Jardine's, Apr. 8.  
Tisarcoc, J.C.J.L., Apr. 14.

## SINGAPORE

Ginyo Maru, N.Y.K., Apr. 5.  
Kanagawa Maru, N.Y.K., Apr. 5.

## SINGAPORE

Kanagawa Maru, N.Y.K., Apr. 5.  
Kasagar, Maru, N.Y.K., Apr. 5.  
Katori Maru, N.Y.K., Apr. 5.

## SINGAPORE

Yatshing, Jardine's, Mar. 19.  
Cheongshing, Jardine's, Mar. 23.  
Hellas, Thoresen, Mar. 23.  
Kiangsu, B. & S., Mar. 23.  
Kiangchow, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Haining, Douglas, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Chaksang, Jardine's, Mar. 26.  
Changtu, B. & S., Mar. 27.  
Antung, B. & S., Mar. 30.  
Hellas, Thoresen, Mar. 30.  
Kaying, B. & S., Mar. 30.  
Kwangsang, Jardine's, Mar. 30.  
Sinkiang, B. & S., Mar. 30.  
Tijalak, J.C.J.L., Mar. 31.  
Foonshing, Jardine's, Apr. 2.  
Hirundo, Thoresen, Apr. 6.  
Chipching, Jardine's, Apr. 8.  
Tisarcoc, J.C.J.L., Apr. 14.

## SINGAPORE

Ginyo Maru, N.Y.K., Apr. 5.  
Kanagawa Maru, N.Y.K., Apr. 5.

## SINGAPORE

Kanagawa Maru, N.Y.K., Apr. 5.  
Kasagar, Maru, N.Y.K., Apr. 5.  
Katori Maru, N.Y.K., Apr. 5.

## SINGAPORE

Yatshing, Jardine's, Mar. 19.  
Cheongshing, Jardine's, Mar. 23.  
Hellas, Thoresen, Mar. 23.  
Kiangsu, B. & S., Mar. 23.  
Kiangchow, B. & S., Mar. 23.  
Kwangsang, Jardine's, Mar. 23.  
Suiyang, B. & S., Mar. 23.  
Haining, Douglas, Mar. 25.  
Shantung, B. & S., Mar. 25.  
Chaksang, Jardine's, Mar. 26.  
Changtu, B. & S., Mar. 27.  
Antung, B. & S., Mar. 30.  
Hellas, Thoresen, Mar. 30.  
Kaying, B. & S., Mar. 30.  
Kwangsang, Jardine's, Mar. 30.  
Sinkiang, B. & S., Mar. 30.  
Tijalak, J.C.J.L., Mar. 31.  
Foonshing, Jardine's, Apr. 2.  
Hirundo, Thoresen, Apr. 6.  
Chipching, Jardine's, Apr. 8.  
Tisarcoc, J.C.J.L., Apr. 14.

## SINGAPORE

Ginyo Maru, N.Y.K., Apr. 5.  
Kanagawa Maru, N.Y.K., Apr. 5.

## SINGAPORE

Kanagawa Maru, N.Y.K., Apr. 5.  
Kasagar, Maru, N.Y.K., Apr. 5.  
Katori Maru, N.Y.K., Apr. 5.

## PASSENGERS.

**Arrivals.**  
The following passengers arrived here from Shanghai by the Ak-Aeneas yesterday:—Mr. W. Bruckridge, Mr. T. Bong, Mr. W. R. Carroll, Mr. M. Clausen, Mr. H. Gild, Lord C. M. G. M. C. V. Misha, Mrs. S. J. Misha, Mr. A. Murray, Mr. A. Padovani, Mr. J. J. Patterson, Mr. H. C. Russell, Mr. A. S. Stokes, Mr. S. L. Tong, Mr. D. Templeton, Mr. O. K. Tjwan, Mr. L. Weatherbe, Sir F. Whyte, Lady Whyte, Master Whyte, Mr. H. W. Wilson.

**Departures.**  
The following passengers left here for Australia by the a.s. Taping yesterday:—Mr. and Mrs. L. S. Rowntree, Mr. and Mrs. F. Marlen, Mr. C. W. Cozens, Mr. M. W. Fraser, Mr. E. H. Hyde, Mr. P. L. Williamson, Miss A. H. Why, Miss E. Smith, Mr. G. Ewart, Mr. M. F. Key, Mr. A. J. Pratt, Mr. K. E. Wilson, Mr. G. H. Clay, Mr. Y. H. Peng, Mr. M. K. D. Hung.

## WARSHIPS IN PORT.

The following warships were in port yesterday:—  
Basin.—Tamar, Sandwich, Bridgewater, Herald, Iroquois, Scarpia, Marazion.  
North Arm.—Kent.  
West Wall.—Suffolk.  
In Dock.—Moth.  
No. 19 Buoy.—Sepoy.  
Foreign Men of War.—U.S. gunboat Mindanao; French gunboat Vigilante, Chinese gunboat Kien Yu.

## THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR



# CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"TSINAN"	On 19th Mar.	5 p.m.
HONGKONG & SHANGHAI	"XINGHONG"	On 21st Mar.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 23rd Mar.	Daylight
SWATOW, SHANGHAI, NEWCHANG & DALNY	"CHENYAN"	On 23rd Mar.	Daylight
AMOI, SWATOW & SINGAPORE	"KIANGHONG"	On 23rd Mar.	11 a.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 25th Mar.	Daylight
SWATOW & SHANGHAI	"TAIYUAN"	On 26th Mar.	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"CHENGTO"	On 27th Mar.	Daylight
WUHAN, CHONGKING & TIENTSIN	"KUEICHOW"	On 28th Mar.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SIN KIANG"	On 30th Mar.	Daylight
SWATOW, SHANGHAI & DALNY	"TEAN"	On 30th Mar.	Daylight
AMOI, SWATOW & SINGAPORE	"KAYING"	On 30th Mar.	11 a.m.
FOOCHOW, WUHAN, CHONGKING & TIENTSIN	"HUICHOW"	On 10th Apr.	10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"CHENGTO"	On 10th Apr.	11 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

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STEAMERS	Days from Hong Kong	Days to Hong Kong
CHANGTE	11th April	18th April
TAIPING	13th May	20th May
CHANGTE	15th June	22nd June
TAIPING	17th July	24th July

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## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "ASIA"

on or about

23rd MARCH

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SAILING LIST.

OTHER SAILINGS	SHANGHAI, ETC.	COSTANTINOPLE, ETC.
M.S. "Africa"	10th April	8th April
M.S. "Malaya"	1st May	20th May
M.S. "Danmark"	1st June	11th June
M.S. "Panama"	1st July	10th July
M.S. "Java"	1st August	10th Aug.
M.S. "Asia"	1st Sept.	10th Sept.

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AND NEW YORK

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"SIAMSE PRINCE" ... Apr. 24th

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To Yokohama via Shanghai and Kobe.

CHRONOCEAUX	26th Mar.	D'ARTAGNAN	26th Mar.
ATHOS II	8th Apr.	ANGERS	8th Apr.
D'ARTAGNAN	22nd Apr.	SPERX	22nd Apr.
ANGERS	6th May	G. METZINGER	6th May
SPERX	20th May	ANDRE LEBON	20th May
G. METZINGER	3rd June	POETHOS	3rd June
ANDRE LEBON	17th June	CHRONOCEAUX	17th June
POETHOS	1st July	ATHOS II	1st July

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## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

MARCH 17, 1930.														MARCH 18, 1930.													
STATION	Home Kose Institute Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		Home Kose Institute Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		Home Kose Institute Time												
		Inches	Milim.			Direction	Force (Scale)		Inches	Milim.			Direction	Force (Scale)													
Wladivostok	12	29.71	754.7	38	...	SSE	3	o	6	29.90	759.4	21	...	NW	3	b											
Nemuro	11	29.88	759.0	...	...	SE	1	2	...	29.96	761.0	...	...	ESE	1	...											
Hokodate	...	29.84	760.3	...	...	SSW	0	...	...	29.76	756.0	...	...	SE	1	...											
Tokio	...	30.00	762.0	...	...	...	0	...	...	29.90	759.5	...	...	...	0	...											
Kochi	...	30.08	764.0	...	...	SSE	1	...	...	30.00	762.0	...	...	...	0	...											
Nagasaki	...	30.14	765.3	...	...	W	1	1	...	30.08	764.0	...	...	WNW	1	...											
Kagoshima	...	30.14	765.5	...	...	SW	1	1	...	30.06	763.5	...	...	N	1	...											
Oshima	...	30.16	766.0	...	...	N	1	1	...	30.08	764.0	...	...	E	1	...											
Naha	...	30.18	766.5	...	...	WNW	1	1	...	30.02	762.5	...	...	SE	2	...											
Ishigakijima	...	30.12	765.0	...	...	SE	1	1	...	30.04	763.0	...	...	...	...	...											
Bonin Island	...	30.06	763.5	...	...	NW	1	1	...	30.04	763.0	...	...	SW	4	b											
Chifoo	15	30.19	766.8	38	63	NNW	4	1	o	6	30.19	766.8	43	88	NE	4	...										
Shanghai	14	30.12	765.0	61	59	WNW	2	1	o	...	30.23	767.8	44	92	NNE	4	...										
Gutziang	...	30.15	765.8	52	88	WSW	1	2	of	7	30.10	764.5	55	87	...	0	...										
Sharp Peak	...	30.06	763.5	58	85	SE	1	4	o	6	30.07	763.8	58	90	ENE	4	...										
Amoy	...	30.04	763.0	63	83	SW	1	4	o	6	29.94	760.5	60	89	NE	2	...										
Swatow	...	29.99	761.7	64	84	E	1	4	o	...	30.07	763.8	59	93	...	0	...										
Taihou	11	30.11	764.7	72	62	...	2	0	o	...	30.04	762.9	61	...	...	0	...										
Taichu	...	30.12	765.0	72	...	N	2	2	b	...	30.01	762.3	59	...	NNE	4	...										
Tainan	...	30.08	764.1	81	...	...	4	b	...	29.98	761.4	63	...	...	0	...											
Kaohsiung	...	30.08	764.1	82	...	ENE	4	b	...	30.01	762.3	64	...	NNE	4	...											
Pescadore	...	30.11	764.7	72	...	NE	4	b	...	29.97	761.8	64	89	E	3	...											
Hong Kong	14	30.03	762.7	68	69	ENE	3	...	6	29.93	760.7	...	...	N	4	...											
Cape Rock	...	30.02	762.5	...	...	E	1	om	...	29.93	760.2	64	96	...	0	...											
Macao	...	30.00	762.0	73	71	SSE	1	o	...	...	...	...	...	...	...	...											
Hoihow	...	...	...	...	...	...	1	b	...	29.98	761.0	72	96	E	2	...											
Pratas Island	...	30.01	762.2	81	74	ENE	1	ri	7	29.98	761.5	64	100	WNW	4	...											
Paulien	16	30.00	762.0	68	98	NW	2	b	...	29.92	760.0	66	...	...	2	...											
Tourane	...	29.93	760.8	77	...	SE	2	...	...	29.90	759.4	75	...	ENE	4	...											
Cape St. James	...	...	...	...	...	...	...	...	6	29.95	760.8	73	85	...	0	...											
Basco	14	29.98	761.4	77	68	SE	4	b	...	29.92	759.9	72	96	...	0	...											
Apurri	...	29.93	760.2	86	77	ENE	4	b	...	29.88	759.0	75	83	WNW	1	...											
Tuguegarao	...	29.88	759.0	90	55	S	1	o	...	29.91	759.6	73	79	N	1	...											
Vigan	...	29.88	759.0	86	56	WSW	4	b	...	29.89	758.3	77	89	NE	1	...											
Manila	...	29.88	759.0	86	57	W	2	b	...	29.89	758.3	77	...	...	...	...											
Legaspi	...	29.88	759.0	86	77	NE	4	...	...	29.92	759.9	75	91	NW	2	...											
Calbayog	...	29.88	759.0	86	71	SE	4	o	...	29.88	759.0	73	82	NE	0	...											
Tacloban	...	29.88	759.0	86	71	SE	4	o	...	29.88	759.0	73	84	...	1	...											
Bohol	...	29.87	758.7	90	44	NE	6	b	...	29.88	759.0	77	94	...	0	...											
Cebu	...	29.87	758.7	90	55	NE	4	o	...	29.88	759.0	72	98	SW	2	...											
Surigao	...	29.87	758.7	84	71	E	2	o	...	29.89	759.3	73	...	NNE	1	...											
Saipan	...	...	...	...	...	...	4	b	4.22	...	...	...	...	...	2	...											
Guam	12.22	29.81	757.2	...	...	NE	4	...	5	29.86	757.4	...	...	NNE	2	...											
Yap	11.00	29.82	757.5	...	...	ENE	3	...	...	29.87	758.7	75	...	NNE	1	...											
Pelew	...	...	...	...	...	...	...	...	...	29.82	757.4	76	...	...	...	...											
Ponape	...	...	...	...	...	...	...	...	6	29.88	757.7	78	91	SW	...	...											
Labuan	14	29.82	757.4	88	69	N	4	b	...	...	...	...	...	...	...	...											

March 18d, 10A. 40m.—The anticyclone has dispersed, and another of little intensity has developed over the Yangtze Valley; a depression is situated in the northern part of the Sea of Japan.  
Moderate to fresh monsoon will prevail along the south east coast of China and over the N. China Sea.  
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.22 inch. Total since January 1, 5.24 inches, against an average of 4.58 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 19.

- 1.—Formosa Channel ... N. winds, fresh.  
2.—South coast of China between Hong Kong and Lamoo ... N.E. winds, fresh; overcast with rain, possibly improving later.  
3.—Hong Kong to Cape Rock ...  
4.—South coast of China between Hong Kong and Hainan ...

C. W. JEFFRIES, Chief Assistant.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 18.

Barometer	Thermometer	Humidity	Wind	Force	Weather	Rain
30.10	75.9	29.87	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...

Highest open-air Temperature, 17.6°  
Lowest open-air Temperature, 18.6°  
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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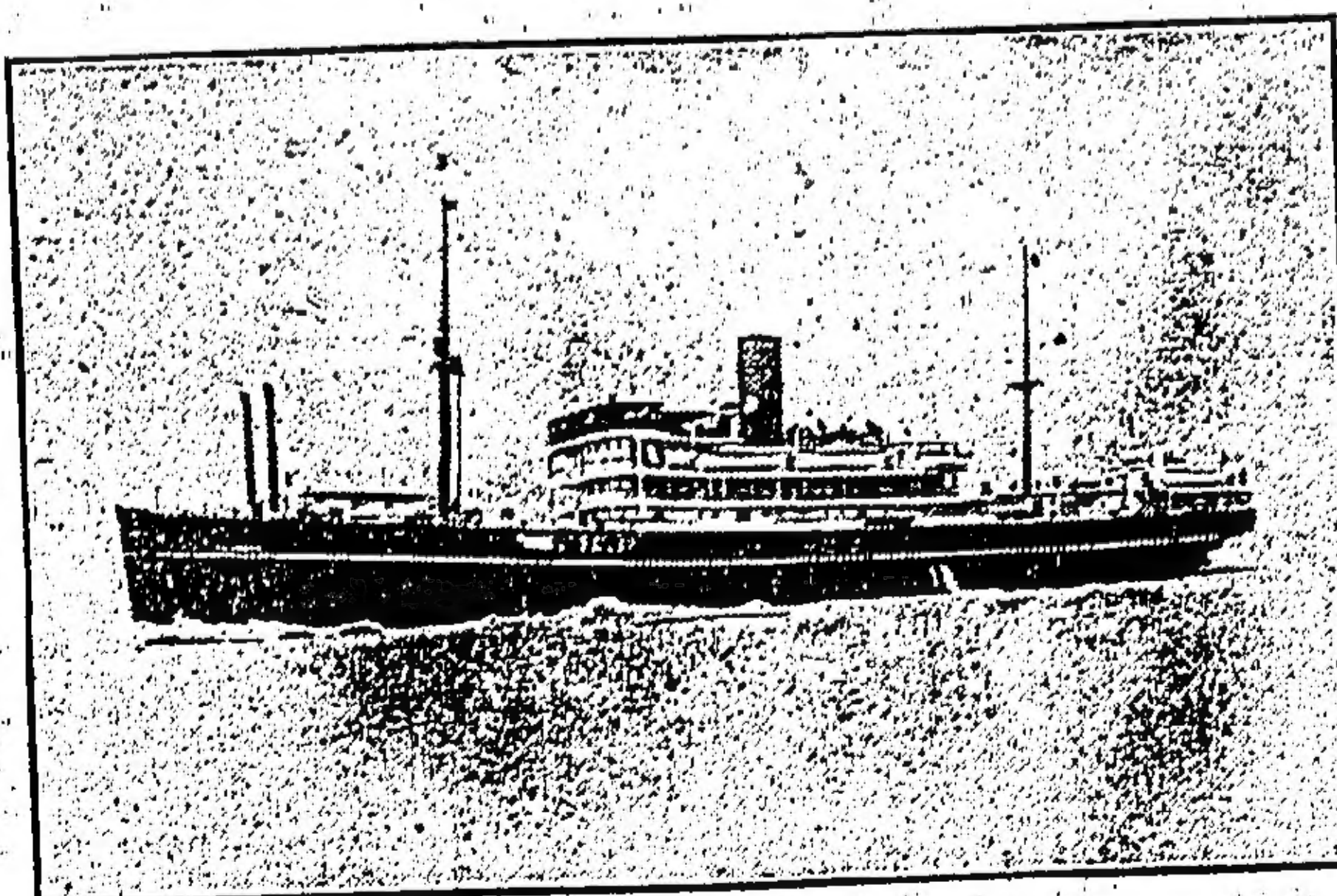
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TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Sun. 23rd Mar. at 7 a.m.
	"CHAKSANG"	Wed. 26th Mar. at 7 a.m.
	"KWAISANG"	Sun. 30th Mar. at 7 a.m.
	"FOOSHING"	Wed. 2nd Apr. at 7 a.m.
OSAKA via MOJI & KOBE	"HOSANG"	Wed. 16th Mar. at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"NAMSANG"	Tues. 8th Apr. at 7 a.m.
	"KUTSANG"	Fri. 18th Apr. at 7 a.m.
OSAKA via AMOY, SHAL MOJI & KOBE	"SUISANG"	Fri. 25th Apr. at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Tues. 25th Mar. at 3 p.m.
	"KUMSANG"	Thurs. 3rd Apr. at 3 p.m.
SANDAKAN	"MAUSANG"	Sun. 23rd Mar. at 3 p.m.
	"HINSANG"	Satur. 28th Mar. at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHEONGSHING"	Sun. 23rd Mar. at 7 a.m.
	"CHIPSING"	Tues. 8th Apr. at 7 a.m.
AMOY	"YUENSANG"	Fri. 21st Mar. at 10 a.m.

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Steamship "GLENIFFER" ... 4th June

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Steamship "PEMBROKESHIRE" ... 11th April

Steamship "GLENIFFER" ... 23rd April

Motor Vessel "GLENOGLE" ... 9th May

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Pass.	S.S. "TRIER"	departure 6th Apr.
Freight	S.S. "Dessau"	departure 12th Apr.
Express Freight	S.S. "Chemnitz"	departure 24th Apr.



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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
EMPERESS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 24
EMPERESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 15
EMPERESS OF CANADA	May 15	May 18	May 21	May 23	May 30
EMPERESS OF RUSSIA	Jun. 4	Jun. 7	Jun. 10	Jun. 12	Jun. 19
EMPERESS OF ASIA	Jun. 25	Jun. 28	Jul. 1	Jul. 3	Jul. 10
EMPERESS OF CANADA	Jul. 10	Jul. 13	Jul. 16	Jul. 18	Jul. 25
EMPERESS OF RUSSIA	Jul. 23	Jul. 26	Jul. 29	Aug. 1	Aug. 8
EMPERESS OF ASIA	Aug. 7	Aug. 10	Aug. 13	Aug. 15	Aug. 22
EMPERESS OF CANADA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 5
EMPERESS OF RUSSIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 19
EMPERESS OF ASIA	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 2
EMPERESS OF CANADA	Oct. 2	Oct. 5	Oct. 8	Oct. 10	Oct. 17
EMPERESS OF RUSSIA	Oct. 13	Oct. 16	Oct. 19	Oct. 21	Oct. 28
EMPERESS OF ASIA	Oct. 20	Oct. 23	Oct. 26	Oct. 28	Nov. 5
EMPERESS OF CANADA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 27

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Apr. 15, 5 p.m.	Apr. 20	EMPERESS OF ASIA	Apr. 22

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OHICHIHARU MARU (Maiden Voyage from Yokohama) 4th April  
TATSUTA MARU ... Monday, 14th April

### SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISEIMA MARU ... Friday, 4th April  
SIBERIA MARU ... Saturday, 19th April

### LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.  
KAMO MARU ... Saturday, 22nd March  
KATORI MARU ... Saturday, 16th April

### SYDNEY & MELBOURNE via Manila & Perta.

TANGO MARU ... Wednesday, 16th March  
AKI MARU ... Wednesday, 27th March

### BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Thursday, 27th March

### SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.  
GINYO MARU ... Saturday, 5th April

### SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.  
KANAGAWA MARU ... Saturday, 5th April

### NEW YORK, BOSTON via PANAMA.

TORA MARU ... Thursday, 3rd April  
LIBON MARU ... Wednesday, 16th April

### LIVERPOOL via Port Said, Constantinople, Genoa &

Marseilles.  
AKI MARU (Nagasaki direct) ... Friday, 21st March  
BENGAL MARU ... Saturday, 22nd March  
HAKONE MARU ... Monday, 31st March

For further information, apply to—

NIPPON YUSEN KAISHA,

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## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

### "CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and  
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## Shipping News

Daily Statement, Waterfront News, etc.

### YESTERDAY'S FREIGHT RETURNS.

IMPORTS 8,400 TONS;  
THROUGH CARGO  
16,400 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo	Through
Clydebank	—	1,000
Carnarvonshire	Singapore 1,012	3,500
Kwong Sang	Shanghai 700	1,300
Tinhow	Singapore 887	—
American	—	2,599
Pres. Jackson	Manila 376	3,300
French	—	376
Tai Poo Shek	Port Bayard 664	—
Dutch	—	664
Cremer	Singapore 388	104
Japanese	—	388
Ryujun Maru	Keelung 950	900
Yei Jun Maru	Dairen 2,500	—
Kashima Maru	Singapore 730	5,934
Chinese	—	3,450
Tai Lee	Wei-hai-wei 700	600
Chungkong	Tourane 274	—
Total	—	8,481
		16,438

### ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	4	6
American	2	1
French	1	0
Dutch	1	1
Norwegian	3	1
Japanese	5	5
Chinese	4	5
Total	20	19

### ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Tinhow (Br.) Durban, Singapore	350
Tai Poo Shek (Fr.) Port Bayard	475
Cremer (Dutch) Singapore	2,123
Hai Hing (Nor.) Singapore	685
Kashima Maru (Jap.) Singapore	139
Total	3,772

### WITHIN CALL.

The following ships expected to be in wireless communication with Hong Kong yesterday:—Tijlhoet, Kashima Maru, Mayagasho Maru, Heiyei Maru, Katsuragisan Maru, Hosi Maru, Ryjin Maru, Lyons Maru, Kusan Maru, Amazon Maru, Shisei Maru No. 17, Nagaporo, Seistan, Canton Maru, Pronto, Tai Lee, Tjikarang, Tinhow, Tarda, Augustina, Atsuta Maru, Cremer, Matsuyi Maru, Alipore, Nannin, Aeneas.

### ARRIVALS.

March 17.

Cheong Shing, British str., 1,256 tons, Capt. Hudson, from Wei-hai-wei, buoy No. C33.—Jardine, Matheson & Co.  
Tai Lee, Chinese str., 1,044 tons, Capt. Z. Masaki, from Dairen, buoy No. C15.—Loong Tai Hong.  
Tai Poo Shek, French str., 1,219 tons, Capt. M. Paul, from Port Bayard, buoy No. C16.—Shun Cheong & Co.

March 18.

Aeneas, British str., 6,256 tons, Capt. W. K. Wallace, from Shanghai, Holt's Wharf.—B. & S.  
Atsuta Maru No. 5, Japanese str., 2,774 tons, Capt. K. Mita, from Rangoon, buoy No. A10.—Y.K.K.

Chung Kong, Chinese str., 447 tons, Capt. Kwok Sai Lo, from Tourane, buoy No. B38.—Yau Lee & Co.  
Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A24.—J.C.J.L.

Devawongse, Chinese str., 1,032 tons, Capt. E. Fielden, from Canton, Shamsheipoo.—Chau Yau Teng.  
Hai Hing, Norwegian str., 1,445 tons, Capt. O. S. Olsen, from Singapore, Stonecutters.—Thoresen & Co.

Hsin Chang, Chinese str., 1,258 tons, Capt. B. Gunther, from Canton.—China Merchants' Wharf.—C.M.S.N. Co.  
Meiko Maru, Japanese str., 2,759 tons, Capt. Ohara, from Moji, buoy No. B51.—Y.K.K.

Pronto, Norwegian str., 1,255 tons, Capt. B. Moller, from Bangkok, buoy No. C43.—Chin Seng Hong.  
Shinsei Maru No. 17, Japanese str., 1,479 tons, Capt. J. Toyoda, from Canton, buoy No. C16.—Loong Tai Hong.

Sorachi Maru, Japanese str., 1,263 tons, Capt. J. Hirakawa, from Macao, buoy No. C47.—M.B.K.

Sungshan Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Swatow, buoy No. C17.—N.Y.K.  
Tinhow, British str., 3,164 tons, Capt. C. S. Newton, from Singapore, buoy No. A4.—Bank Line.

### CLEARANCES

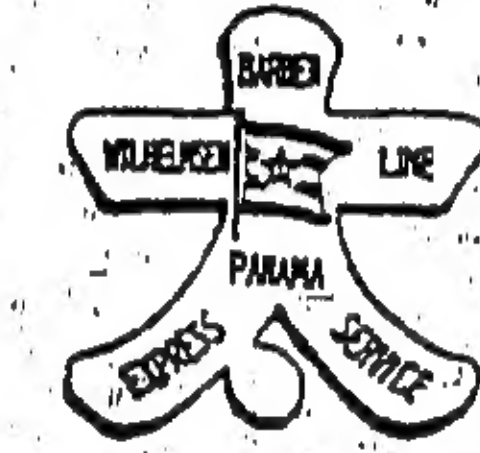
March 18.

Aeneas, for Singapore.  
Anhui, for Pass. Thro. Borneo, for Saigon.  
Chien Lee, for Tsingtao.  
Cremer, for Swatow.  
Empress of Canada, for Shanghai.  
Hai Hing, for Swatow.  
Hsin Chang, for Shanghai.  
Prosper, for Saigon.  
Ssa Bernardino, for Hongay.  
Sorachi Maru, for Canton.  
Tetsuzan Maru, for Hoihow.  
Yat Shing, for Swatow.  
Yei Maru, for Whampoa.  
Yuan Lee, for Swatow.

### SHIPS IN HARBOUR.

The following vessels were in Harbour yesterday:—

Wharves:—Kowloon: Carnarvonshire, Empress of Canada; Holt's: Aeneas, A.P.C.—Tuckotau: Ultrach, O.S.K.—Macado: Maru; Douglas Laprak: Haiching; Saikong; Kwok Lee, Shu Hing.  
Docks:—Kowloon: Sungshan Maru, Gov. Taft, Susanna II, Augustino, Vigilante, Tetsuzan Maru, Andrea; Taikoo: Tainan, Anking, Norviken, Shun Chih, Koko Maru, Linan, Tung Boong, Charles Hardorin, Paul Beau.  
Buys:—A5 Taiping, A4 Tinhow, A5 Tjondari, B7 Yatsing, B11 Kiungchow, B13 Kingyuan, C15 Tai Lee, B24 Cremer, A23 Kansan Maru, C33 Cheongshing, B34 Kiangsu, C33 Hellas, B38 Yuan Lee, B38 Chungkong, C38 Borneo, C40 Waishing, C41 Prosper, C42 Clara Jebson, C43 Pronto, C44 Yei Jun Maru, C45 Inatoca, C46 Tai Poo Shek, C48 Chian Lee.



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"CITY OF TOKIO" ... London, Rotterdam, Hamburg & Hull ... 9th April  
"CITY OF PEKIN" ... London, Rotterdam & Hamburg ... 9th May

### NEW YORK, BOSTON & BALTIMORE

"CITY OF EVANSVILLE" ... 15th May

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### BOSTON, NEW YORK & BALTIMORE

"TRENTBANK" ... 31st March

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"TINHOW" ... 10th April

Loa ding for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.

Through Bills of Lading issued to: Beira, Quilimane, Tlo, Port Amelia, Mozambique, Obinda, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madingue.

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PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,273	19th Mar. 4 p.m.	Straits, Colombo & Bombay.
"RAWALPINDI"	16,519	19th Mar.	Bombay, Madras and London.
"MALWA"	10,980	12th Apr.	Bombay, Madras and London.
"RAJPUTANA"	16,568	26th Apr.	Bombay, Madras and London.
"BELTANA"	—	3rd May	Madras and London.
"KASHGAR"	9,005	10th May	Madras, L'don, Hull, B'dm. & A'warp
"NAGPORE"	5,283	17th May (Mar.)	L'don, Hull, B'dm. & A'warp
"MANTUA"	10,948	24th May	Bombay, Madras and London.
"KHYBER"	9,114	31st May (Mar.)	L'don, Hull, B'dm. & A'warp
"KHYBER"	9,135	7th June	Madras, L'don & Hull.
"KHYBER"	16,501	21st June	Bombay, Madras and London.
"KHYBER"	16,501	28th June (Mar.)	L'don, Hull, B'dm. & A'warp
"KHYBER"	9,135	5th July	Madras and London.
"KHYBER"	10,954	19th July	Bombay, Madras and London.
"KHYBER"	9,144	2nd Aug.	Madras, L'don & Hull.
"RAJPUTANA"	16,568	16th Aug.	Bombay, Madras and London.
"KASHMIR"	9,985	30th Aug.	Madras and London.
"MANTUA"	10,948	13th Sept.	Bombay, Madras and London.
"KASHGAR"	9,005	27th Sept.	Madras and London.
"MALWA"	10,980	11th Oct.	Madras and London.

\* Cargo only.  
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Vienna, Smyrna, and other Levant Ports by steamers of the Imperial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS			
Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,006	20th Mar. 2 p.m.	Singapore, Penang & Calcutta
"TALAMBA"	8,018	30th Mar.	do.
"TAKADA"	8,849	1st Apr.	do.
"TAKADA"	10,000	18th Apr.	do.
"TAKADA"	7,841	22nd Apr.	do.
"TAKADA"	7,841	29th Apr.	do.
"TAKADA"	7,841	6th May	do.
"TAKADA"	10,006	18th May	do.

\* Calls Rangoon.  
B.I.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN (SOUTH)			
Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	4th Apr.	Manila, Sandakan, Thursday
"NELLORE"	6,853	2nd May	Island, Townsville, Brisbane, Sydney and Melbourne
"TANDA"	6,956	6th June	do.

\* Calls Port Holland.  
Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Tientsin, Cebu, Kolumbugan, Tawao, Timor, Durban, or other ports en route as indicated on the schedule.  
Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN			
Steamship	Tons	From Hongkong (about)	Destination
"NAGPORE"	5,283	20th Mar., Noon	Shanghai, Kobe & Y'hamu
"TALAMBA"	10,000	30th Mar.	Amoy, S'hai, Moji, Kobe & Osaka
"NAGPORE"	5,273	31st Mar. 4 p.m.	Shanghai, Moji & Kobe
"RAJPUTANA"	16,568	26th Apr.	Shanghai, Kobe & Yokohama
"BHIRALA"	7,841	6th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
"BELTANA"	—	6th Apr.	S'hai, Moji & Kobe
"KHYBER"	9,114	6th Apr.	S'hai, Moji, Kobe & Yokohama
"NELLORE"	6,853	8th Apr.	Moji, Kobe, Osaka & Yokohama
"KASHGAR"	9,005	11th Apr.	S'hai, Moji, Kobe & Yokohama
"TAKLIWA"	7,838	18th Apr.	Amoy, Moji, Kobe & Osaka
"MANTUA"	10,948	25th Apr.	S'hai, Moji, Kobe & Yokohama
"TILAWA"	10,006	28th Apr.	Amoy, Moji, Kobe & Osaka
"TILAWA"	10,006	5th May	S'hai, Moji, Kobe & Yokohama
"KHYBER"	9,135	9th May	do.
"KHYBER"	16,501	23rd May	S'hai, Kobe and Yokohama
"KHYBER"	9,138	1st June	do.
"KHYBER"	9,128	6th June	do.
"KHYBER"	10,954	20th June	do.
"KHYBER"	9,144	4th July	do.
"RAJPUTANA"	16,568	18th July	Shanghai, Kobe & Y'hamu
"KASHMIR"	9,985	1st Aug.	S'hai, Moji, Kobe & Yokohama
"MANTUA"	10,948	13th Aug.	do.
"KASHGAR"	9,005	27th Aug.	do.
"MALWA"	10,980	12th Sept.	do.
"KHYBER"	9,135	28th Sept.	do.
"MOBEA"	10,924	10th Oct.	do.
"MACEDONIA"	11,180	24th Oct.	do.
"RAWALPINDI"	16,519	7th Nov.	S'hai, Kobe & Yokohama
"KALYAN"	9,144	22nd Nov.	S'hai, Moji, Kobe & Yokohama
"RANCHI"	16,680	5th Dec.	S'hai, Kobe & Yokohama
"KASHMIR"	9,985	20th Dec.	S'hai, Moji, Kobe & Y'hamu

\* Cargo only. \* Not carrying passengers.  
All dates are approximate and subject to alteration without notice.  
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All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
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